

EXHIBIT “B”

IN THE UNITED STATES DISTRICT COURT
FOR THE SOUTHERN DISTRICT OF TEXAS
MCALLEN DIVISION

JENIFER Y. ARIZPE, INDIVIDUALLY, §
AND AS REPRESENTATION OF THE §
ESTATE OF MAXIMILIANO ARIZPE §
Plaintiffs, §
v. § CIVIL ACTION _____
TCSI TRANSLAND, INC. AND §
GUADALUPE GONZALEZ §
Defendants. §

AFFIDAVIT

IOWA STATE PATROL CASE FILE NUMBER 13-056

BEFORE ME, a notary public, on this day personally appeared
Trooper B Meeker, who being by me duly sworn, deposed as
follows:

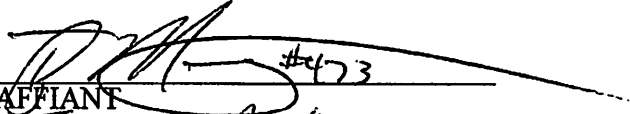
"My name is Trooper B Meeker. I am over 18 years of age, of
sound mind, capable of making this affidavit, and personally acquainted with the facts therein
stated and know them to be true.

I am a STATE TROOPER with State of Iowa Department of
Public Safety. These said 44 pages of records as referenced were kept by the State of Iowa
Department of Public Safety, in the regular course of business, and it was in the regular course for
an employee or representative of the office, with personal knowledge of the act, event, condition,
opinion or diagnosis, to make the memorandum or record or to transmit information thereof to be
included in such memorandum or record; and the record was made at or near the time of the act,
event or condition recorded or reasonably soon thereafter.


The records attached hereto are the originals or exact copies of the originals and nothing

has been removed from the original file before making these copies.

"THE RECORDS ATTACHED HERETO ARE TRUE, CORRECT AND COMPLETE."


AFFIANT #473
Travis Meeker

GIVEN UNDER MY HAND AND SEAL OF OFFICE this 9 day of June, 2015.


Notary Public, State of Iowa



**IOWA STATE PATROL
TECHNICAL COLLISION INVESTIGATION**

ISP Case 2013031880 TI FILE 13-056

SUBJECT: Three Vehicle Collision, Single Fatality

DATE/TIME: Friday, June 7, 2013, 1429 Hours

LOCATION: 156 mile marker westbound on Interstate 80, Jasper County, Iowa

DRIVER #1: Arizpe, Maximiliano DOB: 07-30-1992
23400 Valverde Road Hispanic/Male
Edcouch, Texas 78538 OLN: 33962114 (TX ID only)

VEHICLE #1: 2000 Mercury Grand Marquis LS, white
TX plate CZ1Y134, VIN 2MEFM74W6YX611717
OWNER #1: Gonzalez, Guadalupe
23400 Valverde Road, Edcouch, Texas 78538

DRIVER #2: Calhoun, Patrick J DOB: 10-18-1952
7025 26th Avenue White/Male
Kenosha, Wisconsin 53143 OLN: C4506705237804 (WI DL)

VEHICLE #2: 2007 Mazda A6I, gray
WI plate 750MXE, VIN 1YVHP80CX75M38393
OWNER #2: Calhoun, Mary E and Patrick J
7025 26th Avenue, Kenosha, Wisconsin 53143

PEDESTRIAN: Ordway, Tina Denise DOB: 02-10-1986
511 Church Street #106 White/Female
Marshfield, Missouri 65706 OLN: W115025005 (MO DL)

VEHICLE #3: 2011 International TT (semi), blue
MO plate 66AP7P, VIN 3HSCTAPR0BN267185
Trailer--2005 WANCA (ST) van trailer, white
MO plate PP5896, VIN 1JJV532WX5L929605
OWNER #2: TCSI-Transland Inc
1601 W Old Route 66, Strafford, Missouri 65757

VICTIM #1: Arizpe, Maximiliano DOB: 07-30-1992
23400 Valverde Road POSITION: Veh #1
Edcouch, Texas 78538 Driver

ORIGINAL INVESTIGATOR: Trooper Chris Starrett #248
Iowa State Patrol, District 1

ASSISTED BY: Sergeant Ben Lampe #309, Iowa State Patrol, District 1
Sergeant Joel Ehler #212, Iowa State Patrol, District 1
Deputy Duane Rozendaal 50-25, Jasper County Sheriff's Department
Officer Troy Kuecker T203, Iowa Department of Transportation

TECHNICAL REPORT BY: Trooper Chris Starrett #248
Iowa State Patrol, District 1,



**TECHNICAL COLLISION
INVESTIGATION**

5912 NW Second Avenue
Des Moines, Iowa 50313, Phone 515/281-4063

REVIEWED BY: 

cc: Buzbee Law
Custard Ins
Herrman & Herrman



TECHNICAL COLLISION INVESTIGATION

TI FILE 13-056

INVESTIGATING OFFICER'S REPORT

On June 7, 2013, at approximately 1514 hours, I, Trooper Chris Starrett #248, was located at my residence when I was called by State Radio to a two car versus semi fatality collision at the 156 mile marker westbound on Interstate 80. I responded to the scene and upon my arrival the Colfax Fire Department, Jasper County Sheriff's Department, Iowa DOT officer, and the Iowa State Patrol were on the scene directing traffic and tending to the scene. I met with Sergeant Ben Lampe #309 and Sergeant Joel Ehler #212 and they explained to me what had happened and gave me all of the information on the subjects that were involved in the collisions. I made a walkthrough of the scene and observed a blue semi pulling a white van trailer parked on the inside shoulder and the inside lane. I observed that there were two orange triangles behind the semi and also one orange triangle in front of the semi. I observed that there was a white Mercury Grand Marquis that was underneath the rear of the semi. The most damage on the Mercury was on the driver's side. In the Mercury there was the driver, Maximiliano Arizpe, who was deceased inside, trapped from under the semi-trailer. I observed that there was a gray Mazda A6l to the west of the collision scene on the inside shoulder with rear end damage. While I was walking through the scene, I observed that the air hose on the rear back duals of the semi-trailer was cut or damaged. Before I arrived on the scene, Sergeant Lampe had marked the scene evidence with orange paint.

I met with Sergeant Lampe and asked him to take several photographs of the scene while I prepared a field sketch for measurements. After drawing the field sketch, I took several photographs of the deceased while he was still inside the vehicle. Once the photographs were taken, I was advised that the emergency crew needed the tow service (Barney's Towing) to pull the Mercury out from underneath the trailer, so they could get the deceased out. They recovered the deceased and transported him to the State Medical Examiner's Office. Barney's towed the Mercury and the Mazda from the scene. I had Barney's make a quick fix with duct tape to the air hose (brake hose) on the trailer so that they could move it to the next exit for them to fix it properly. Once Barney's fixed it quickly, the operator of vehicle #3, Tina Ordway, drove it to the parking lot of Kum & Go at the Colfax exit, where I later conducted a full, thorough vehicle examination.

After all of the vehicles were removed, I set up the Total Station to get accurate measurements for further investigating. Once I retrieved all of the necessary evidence of the scene, I measured the roadway. While I was measuring the scene, Sergeant Lampe made contact with the driver of the Mazda, interviewed them, and then transported them to a place for transportation. During the time I was measuring, witness Abigail Williams gave a statement that the white was speeding and the driver had a cell phone held to his ear.

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When I had completed measuring the scene, I went to the parking lot of the Kum & Go in Colfax. I conducted a thorough vehicle examination on vehicle #3. I made contact with the operator of vehicle #3, Tina Ordway. I made contact with the mechanic that was fixing the air hose (brake line) on the rear duals of the trailer. The mechanic advised me that the brakes would lock up completely when the air hose got cut and the driver would be unable to move the vehicle. Tina Ordway advised me that she tried several times to move the vehicle off the roadway portion and was unable to do so. She also advised me that there was a State Fire Marshall that stopped and helped out and advised her to put out the triangles behind the semi. Later, I found out that the State Fire Marshall was Robert Van Pelt. Van Pelt wrote a report and advised me of the situation.

That night after the collision, Trooper Scott Bogdanski #61 and I went to Barney's Towing and conducted thorough vehicle examinations on vehicle #1, Mercury Grand Marquis, and vehicle #2, Mazda A61.

SUMMARY OF COLLISION:

Vehicle #1, driven by Maximiliano Arizpe, was westbound on Interstate 80 at approximately the 156 mile marker. Vehicle #2, driven by Patrick J Calhoun, was westbound on Interstate 80 at approximately the 156 mile marker. Vehicle #3, operated by Tina Denise Ordway, was disabled westbound on Interstate 80 on the inside shoulder and inside lane. Vehicle #3 was approximately 2 feet on the roadway.

Vehicle #1 rear ended vehicle #2 traveling westbound on Interstate 80. Vehicle #1 lost control, then ran into the rear end of the trailer of vehicle #3. Vehicle #2, after getting rear ended, went around vehicle #3 and came to rest on the inside shoulder.

When vehicle #1 collided into the rear end of vehicle #3, the point of impact went into the driver's side door fatally injuring Maximiliano Arizpe.

Maximiliano Arizpe was mechanically removed from inside vehicle #1 and transported to the State Medical Examiner's Office.

Vehicle #3 was on the roadway due to mechanical problems. Tina Ordway was outside the vehicle, to the rear of the trailer.

GATHERING OF EVIDENCE:

LOCALE: The area of the collision is in a rural area in Jasper County. There were no view obstructions. Vehicle #1 was westbound on Interstate 80. Vehicle #2 was westbound on Interstate 80. Vehicle #3 was westbound on Interstate 80. The first collision occurred at the 156 mile marker in the inside lane westbound on Interstate 80. The secondary collision also occurred at the 156 mile marker westbound on Interstate 80 in the inside lane. There were no view obstructions, however, there was slowing traffic from the disabled semi (vehicle #3).

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GATHERING OF EVIDENCE: (Continued)

ROADWAY: Interstate 80, is a four-lane, through roadway, controlled access facility. There are two lanes for eastbound traffic and two lanes for westbound traffic, the lanes are separated by a median. The eastbound lanes are separated by a dash white line, with a solid yellow line on the inside lane separating the lane from the shoulder. There is a solid white line (fog line) on the outside lane that separates it from the shoulder. The eastbound lanes have inside and outside shoulders with rumble strips. The westbound lanes are separated by a dash white line, with a solid yellow line on the inside lane separating the lane from the shoulder. There is a solid white line (fog line) on the outside lane that separates it from the shoulder. The westbound lanes have inside and outside shoulders with rumble strips. On the inside shoulder there is a cable guard fence parallel with the roadway. On the outside shoulder there is a guardrail fence parallel with the roadway, guarding a pole that was in the westbound ditch.

ROADWAY CONDITIONS: Interstate 80 condition was normal at the time of the collision.

ROADWAY EVIDENCE: There were no pre-impact skid marks left by vehicle #1 when it collided with vehicle #2. There were post-impact skid marks left by vehicle #1 after colliding with vehicle #2, and they ran all the way to the point of impact with vehicle #3. There were no post-impact skid marks left by either of the other vehicles.

PRE-IMPACT VEHICLE #1(w/Vehicle #2): Vehicle #1 was westbound on Interstate 80. Vehicle #1 was in the inside lane on the westbound side. There were no pre-impact skid marks.

IMPACT VEHICLE #1 (w/Vehicle #3): Vehicle #1 was westbound on Interstate 80. Vehicle #1 was in the inside lane, after colliding with vehicle #2, on the westbound side. There were pre-impact skid marks.

PRE-IMPACT VEHICLE #2: Vehicle #2 was westbound on Interstate 80 in the inside lane. There were no pre-impact skid marks left by vehicle #2.

PRE-IMPACT VEHICLE #3: Vehicle #3 was disabled westbound on Interstate 80 on the inside shoulder and inside lane. There were no pre-impact skid marks left by vehicle #3.

POST-IMPACT VEHICLE #1: Vehicle #1 struck the rear of vehicle #2. Vehicle #1 separated from vehicle #2. Driver #1 lost control and then struck the rear end of vehicle #3 where it came to a rest. Vehicle #1 came to rest facing northwest. Vehicle #1 did leave post-impact skid marks, after colliding with vehicle #2.

POST-IMPACT VEHICLE #2: Vehicle #2 was struck by vehicle #1 in the rear end. Vehicle #2 did not leave post-impact skid marks. Vehicle #2 went around vehicle #3 without touching and came to rest on the left inside shoulder west of vehicle #3.

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GATHERING OF EVIDENCE: (Continued)

POST-IMPACT VEHICLE #3: Vehicle #3 was struck by vehicle #1 in the rear end. Vehicle #3 did not leave post-impact skid marks.

VEHICLE EXAMINATION VEHICLE #1:

The left side of the vehicle sustained a substantial amount of damage from the collision. The left front fender was bent in the front portion due to the fender colliding with the rear duals of the semi-trailer. The rear part of the front left fender had scrape marks and was dented. The front left door was removed by the emergency crew; however, the door had contact and stress damage. The A pillar was bent downward from the collision. The B pillar was removed by the emergency crew; however, it was damaged in the collision. The rear left door was pushed and bent backward from the collision. The rear door had contact and stress damage from the collision. The rear left fender had a stress dent by the gas tank door. The C pillar was twisted from the collision and was bent downward into the cab. The left side mirror was broken and removed from the collision. The left side windows were all broken out from the collision. The front left tire was flattened from impact; however, the rear left side tire was upright after impact, but the emergency crew had to flatten it to get the car out from underneath the semi (vehicle #3).

The right side sustained damage from the collision. The front right fender was damaged from the collision with vehicle #2. The front right fender was twisted with some paint damage. The front right side door was out of alignment and ajar. The A pillar was bent downward into the vehicle. The B pillar was bent downward towards the interior. The rear right side door was ajar and out of alignment. The rear right fender was not damaged. The right side mirror was still intact and functional. The right side windows were still intact. The right side tires were still inflated after the collision; however, emergency crews had to flatten them to get the vehicle out from underneath the semi-trailer (vehicle #3).

The front end of the vehicle had sustained damage. The front right side of the bumper was detached from the first collision. The front grill and cover was broken and removed from the first collision. The hood was bent back and upward from a front end collision. The left front side of the vehicle was damaged from the collision with the rear back duals of the semi-trailer (vehicle #3). Both headlight assemblies were broken out and removed from the collisions. The windshield was cracked and was partially removed.

The rear of the vehicle had no damage from the collisions. The rear window was still intact. The rear taillight assemblies were still intact and functional.

The top of the vehicle did sustain a substantial amount of damage. The top of the vehicle was bent upward from the collision with the semi-trailer (vehicle #3). The A pillar and B pillar on the left side was removed from the top of the vehicle. The damage was contact and stress damage.

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GATHERING OF EVIDENCE: (Continued)

Due to the amount of damage to the left side of the vehicle, it is undetermined if the driver was utilizing his safety belt. Both airbags were deployed, unknowingly if they deployed at first impact or at secondary.

VEHICLE EXAMINATION VEHICLE #2:

The rear of the vehicle had substantial damage from the first collision. The right side of the rear end had scrape marks. The left side of the rear end had the most damage from the first collision. The trunk lid was caved in from the impact. The left side of the bumper contained scrapes from vehicle #1. There were scrapes also underneath the rear end bumper, showing that vehicle #1 under-road vehicle #2 when the collision occurred. On the rear bumper there was white paint transfer from vehicle #1.

The left side, right side and front end sustained no damage from the collision.

The top of the vehicle did not sustain any damage from the collision.

The driver and passenger in vehicle #2 were utilizing their safety belts. This was a rear end collision, so the airbags did not deploy.

VEHICLE EXAMINATION VEHICLE #3:

The power unit sustained no damage from the collision.

VEHICLE EXAMINATION VEHICLE #3 (trailer):

The right side of the trailer did sustain some damage from the collision. The rear right side of the trailer had scrape marks from vehicle #1. There were scrape marks on the right side, underneath on the frame of the trailer from vehicle #1. The right side tires were upright and rotational.

The front end did not sustain any damage from the collision. The air hoses were connected properly and secure between the power unit and the trailer.

The rear of the trailer sustained most of the damage. The lower right rear (DOT) bumper or metal support was bent inward from the collision. On the right side, by the light assembly, and bumper there was a piece of windshield that was still attached to the bumper from vehicle #1. On the rubber bumper stop there was a piece of white paint from vehicle #1. There is blood from the victim on the right side of the DOT safety bumper.

Through a thorough investigation, I found that the brake line on the rear back duals of the trailer was cut before the collision occurred. I interviewed the mechanic that worked on the semi after the collision and asked him if the back brake (air) line was cut would it stop the vehicle. He advised that the vehicle wouldn't be able to move. The operator of the vehicle was outside the semi so there was no need for a safety belt to be utilized.

GATHERING OF EVIDENCE: (Continued)

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INJURIES: (vehicle #1) – Maximiliano Arizpe died from the injuries he sustained in the collision.

SPEED DETERMINATION: There was no speed determination made at the scene.

ALCOHOL/DRUG DETERMINATION: A toxicological analysis was not conducted.

WEATHER: As reported by the National Weather Service at Newton, IA at 1455 hours, on June 7, 2013, the weather conditions in the Newton area were: overcast, temperature 66.2 degrees F, dew point 50.0 degrees, barometric pressure 29.97 inches, humidity 56 percent, visibility 10 miles plus, and the wind was calm.

DRIVER DETERMINATION: The driver of vehicle #1 was identified as Maximiliano Arizpe by a Texas identification card that was located on his person in his wallet. The driver of vehicle #2 was identified as Patrick J Calhoun from a Wisconsin driver's license, after admitting to me that he was the driver of vehicle #2. The operator of vehicle #3 was identified as Tina Denise Ordway from a Missouri driver's license, after admitting to me that she was outside of the semi tractor trailer and that she had been the operator of the vehicle.

TOWING: Vehicle #1 was towed by Barney's Towing and taken to their facility in Newton, IA. Vehicle #2 was towed by Barney's Towing and taken to their facility in Newton, IA. The semi was advised to drive to the Kum & Go parking lot at the Colfax exit for a through vehicle examination.

CONCLUSION:

After a careful evaluation of the facts and circumstances involving this incident, the following conclusion was reached:

1. Vehicle #1, a 2000 Mercury Grand Marquis, was driven by Maximiliano Arizpe of Edcouch, Texas.
2. Vehicle #2, a 2007 Mazda A6I, was driven by Patrick J Calhoun of Kenosha, Wisconsin.
3. Vehicle #3, a 2011 International semi tractor pulling a 2005 Wanc semi trailer, was operated by Tina Denise Ordway of Marshfield, Missouri.
4. Maximiliano Arizpe failed to maintain control and rear ended vehicle #2, then slid off and rear ended vehicle #3.
5. Maximiliano Arizpe sustained fatal head and body injuries from the collision with the semi trailer.

Trooper Chris Starrett #248
Iowa State Patrol
Collision Reconstructionist

MARS
503MAIL REPORTS TO:
Iowa Department of Transportation
Office of Driver Services
P.O. Box 9204
Des Moines, Iowa 50306-9204

Iowa Department of Transportation

INVESTIGATING OFFICERS REPORT

MOTOR VEHICLE ACCIDENT

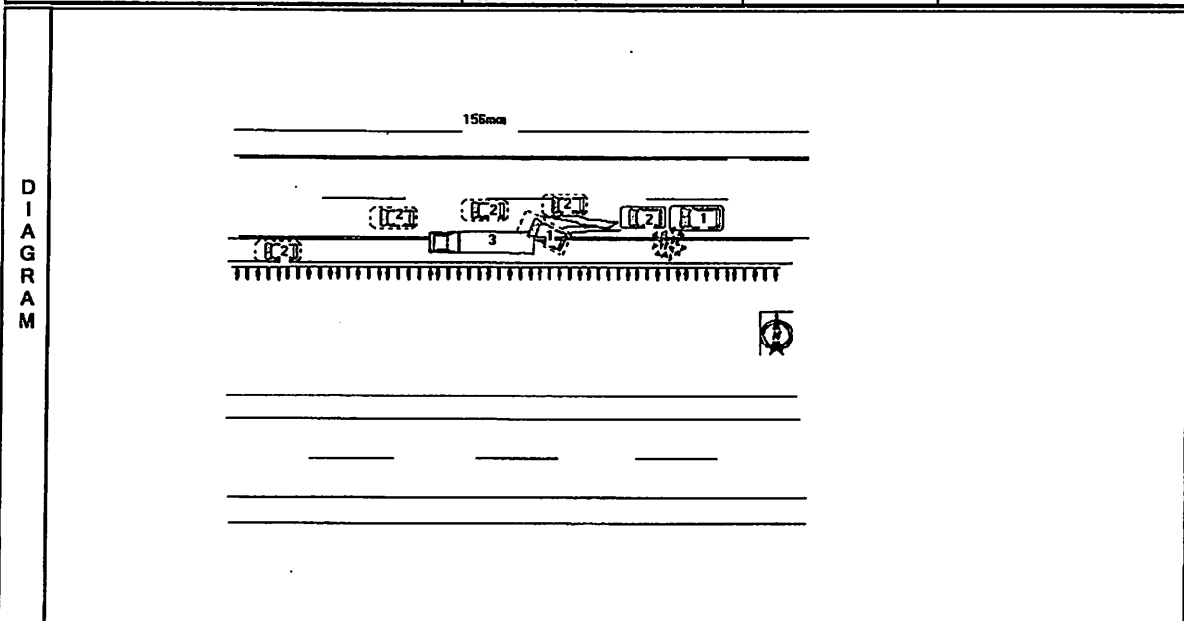
Law Enforcement Case Number: 2013031880	
Legal Intervention? <input type="checkbox"/>	Private Property? <input type="checkbox"/>
Location Literal Description 156 MM WB ON I-80	
X-Coordinate: 00480687 Y-Coordinate: 04615961	
If Divided Highway, Provide Route (Cardinal) Travel Direction "N/A"	

LOCATION	Date of Accident 06/07/2013	Time of Accident 14:29 Hrs.	County JASPER - 50	Accident occurred within corporate limits of (city)	
	If accident occurred outside of city limits show general vicinity: "N/A" of nearest city "N/A"				
	On Road, Street, or Highway: "N/A"		At Intersection with: "N/A"		
	Note: Unless accident occurred at an intersection which is completely described above, use the space below to give the exact location from a milepost or definable intersection, bridge, or railroad crossing, using two distances and directions if necessary.				
	Distance "N/A"	Direction "N/A"	Distance "N/A"	Direction "N/A"	of
Milepost Number "N/A"	Definable intersection, bridge, or railroad crossing "N/A"				
UNIT	Driver's Name - Last ARIZPE First MAXIMILIANO Middle Suffix Home/Cell Phone Number 				
	Address 23400 VALVERDE RD City EDCOUCH State TX Zip 78538				
	Date of Birth 07/30/1992	Driver's License Number 33962114		Citation Charge Code 1	Citation Charge 1
	Gender MALE	State TX	Class 0	Endorsements NONE	Restrictions NONE
	Citation Charge Code 2		Citation Charge 2		
	Citation Charge Code 3		Citation Charge 3		
	Citation Charge Code 4		Citation Charge 4		
	Alcohol Test Given? 1 - NONE	Test Results:	Drug Test Given? 1 - NONE	Test Results:	
	Seating Position 01 Injury Status 1 Occupant Protection 2 Airbag Deployment 1 Airbag Switch Status 3 Ejection 1 Ejection Path 1 Trapped 3				
	Transported to: STATE MEDICAL EXAMINERS OFFICE Transported by: COLFAX AMBULANCE				
	Owner's Name - Last GONZALEZ First GUADALUPE Middle Suffix Owner Company Name 				
	Address 23400 VALVERDE RD City EDCOUCH State TX Zip 78538				
	Insurance Co. Name Insurance Policy # License Plate # CZ1Y134 State TX Year 2013				
	VIN No. 2MEFM74W8YX611717	Year 2000	Make MERCURY - MERC	Model MARQUIS	Style 4DR
	Initial Travel Direction 4	Vehicle Action 01	Speed Limit 70	Point of Initial Impact 08	Most Damaged Area 08
Extent of Damage 5	Undermine/Override 2	Private? <input type="checkbox"/> Approximate Cost to Repair or Replace \$9,000.00			
Total Occupants 1	Traffic Controls 01	Vehicle Config. 01	Cargo Body Type 01	Vehicle Defect 01	
Driver Condition 9	Vision Obscured 01	Contributing Circumstances, Driver (up to two) 99			
SEQUENCE OF EVENTS First Event 21 Second Event 23 Third Event Fourth Event Most Harmful Event (by vehicle) 23					
Commercial Trailer License Plate #	Attached to Power Unit:	State	Year	Attached to Trailer Unit:	
State	Year	Emergency Vehicle Type 1	Emergency Status 3		
Carrier Name		Address			
City		State Zip			
US DOT #	or MC #	Number of Axles	Gross Vehicle Weight Rating	Placard #	
Hazardous Materials Released?					

UNIT	Driver's Name - Last CALHOUN First PATRICK Middle J Suffix Home/Cell Phone Number (262) 220-4422				
	Address 7025 26TH AVE City KENOSHA State WI Zip 53143				
	Date of Birth 10/18/1952	Driver's License Number C4506705237804		Citation Charge Code 1	Citation Charge 1
	Gender MALE	State WI	Class D	Endorsements NONE	Restrictions NONE
	Citation Charge Code 2		Citation Charge 2		
	Citation Charge Code 3		Citation Charge 3		
	Citation Charge Code 4		Citation Charge 4		
	Alcohol Test Given? 1 - NONE	Test Results:	Drug Test Given? 1 - NONE	Test Results:	
	Seating Position 01 Injury Status 5 Occupant Protection 2 Airbag Deployment 5 Airbag Switch Status 3 Ejection 1 Ejection Path 1 Trapped 1				
	Transported to: Transported by: 				
	Owner's Name - Last CALHOUN First PATRICK Middle J Suffix Owner Company Name 				
	Address 7025 26TH AVE City KENOSHA State WI Zip 53143				
	Insurance Co. Name STATE FARM MUTUAL Insurance Policy # 021-3245-B06-49B License Plate # 750MXE State WI Year 2013				
	VIN No. 1YVHP80CX75M38393	Year 2007	Make MAZDA - MAZD	Model 6I	Style 4DR
	Initial Travel Direction 4	Vehicle Action 01	Speed Limit 70	Point of Initial Impact 05	Most Damaged Area 05
Extent of Damage 3	Undermine/Override 1	Private? <input checked="" type="checkbox"/> Approximate Cost to Repair or Replace \$4,000.00			
Total Occupants 2	Traffic Controls 01	Vehicle Config. 01	Cargo Body Type 01	Vehicle Defect 01	
Driver Condition 1	Vision Obscured 01	Contributing Circumstances, Driver (up to two) 28			
SEQUENCE OF EVENTS First Event 21 Second Event Third Event Fourth Event Most Harmful Event (by vehicle) 21					
Commercial Trailer License Plate #	Attached to Power Unit:	State	Year	Attached to Trailer Unit:	
State	Year	Emergency Vehicle Type 1	Emergency Status 3		
Carrier Name		Address			
City		State Zip			
US DOT #	or MC #	Number of Axles	Gross Vehicle Weight Rating	Placard #	
Hazardous Materials Released?					

UNIT	Driver's Name - Last		Middle		Suffix		Home/Cell Phone Number		
	Address				City		Zip		
	Date of Birth	Driver's License Number			Citation Charge Code 1		Citation Charge 1		
	Gender	State	Class	Endorsements NONE	Restrictions NONE	Citation Charge Code 2		Citation Charge 2	
	Alcohol Test Given?	Test Results:	Drug Test Given?	Test Results:	Citation Charge Code 3		Citation Charge 3		
					Citation Charge Code 4		Citation Charge 4		
	Seating Position	Injury Status	Occupant Protection	Airbag Deployment	Airbag Switch Status	Ejection	Ejection Path	Trapped	
	Transported to:				Transported by:				
	Owner's Name - Last		First	Middle	Suffix	Owner Company Name TCSI-TRANSLAND INC			
	Address 1601 W OLD ROUTE 66				City STRAFFORD		State MO	Zip 65757	
003	Insurance Co. Name COTTINGHAM & BUTLER				Insurance Policy # D200A01077		License Plate # 66AP7P	State MO	Year 2013
VIN No. 3HSCTAPR0BN267185		Year 2011	Make INTERNATIONAL - INTL	Model TT	Style SEMI	Tow # NO	Approximate Cost to Repair or Replace \$100.00		
Initial Travel Direction 4	Vehicle Action 13	Speed Limit 70	Point of Initial Impact 05	Most Damaged Area 06	Extent of Damage 2	Underride/Override 1	Private? <input type="checkbox"/>		
Total Occupants 0	Traffic Controls 88	Vehicle Config. 07	Cargo Body Type 02	Vehicle Defect 02	Driver Condition 1	Vision Obscured 01	Contributing Circumstances, Driver (up to two) 27		
SEQUENCE OF EVENTS		First Event 21	Second Event	Third Event	Fourth Event	Most Harmful Event (by vehicle) 21			
Commercial Trailer License Plate #	Attached to Power Unit PP5896	State	Year	Attached to Trailer Unit:	State	Year	Emergency Vehicle Type 1	Emergency Status 3	
Carrier Name TCSI-TRANSLAND		Address 1601 W OLD ROUTE 66		City STRAFFORD		State MO	Zip 65757		
US DOT # 614326	or MC #	Number of Axles 5	Gross Vehicle Weight Rating 80000	Placard #		Hazardous Materials Released? 2			

ACCIDENT ENVIRONMENT				ROADWAY CHARACTERISTICS		WORKZONE RELATED?		SEQUENCE OF EVENTS	
Location of First Harmful Event	1	Weather Conditions		Major Contributing Circumstances:		NO		First Harmful Event of Crash (use codes 11-42 only)	
Manner of Crash/Collision	3	(up to two)	01	Environment		1		21	
Light Conditions	1	Surface Conditions	1	Roadway		01			
				Type of Roadway Junction/Feature		01			



NARRATIVE	
Describe what happened (refer to vehicles by number)	
<p>Unit #1 was traveling west bound on Interstate 80 at approximately the 156 mile marker. Unit #1 collided with Unit #2 in the rear end, send Unit #2 around Unit #3. Unit #3 was parked on the shoulder and the roadway, in the inside shoulder (left lane/fast lane). When Unit #1 collided with Unit #2, Unit #1 went into the rear end of Unit #3 that was parked.</p> <p>The driver of Unit #3 was outside the vehicle looking at the vehicle. The driver of Unit #2 was unharmed and also the passenger. The driver of Unit #1 was fatally injured at the time of the collision.</p> <p>The reasoning Unit #3 was broke down was do to a piece of tire tread the it hit on the roadway, sending it into a brake air line and braking it. When the air line was broke it lost air pressure and then the brakes started closing making the vehicle come to a rest on the shoulder and roadway.</p>	

Officer STARRETT C	Badge No. 248	Time Officer Notified of Accident 14:29 Hrs.		Officer Arrived At Scene Hrs.
Name of Agency IOWA STATE PATROL - DIST 01	Date of Report 06/07/2013	Investigation made at scene? YES	T.I. # 13-056	
Report Reviewed By: BULVER, R	Date Reviewed 08/29/2013	Agency Specific ISP	Other Technical Investigation Agency IOWA STATE PATROL - DIST 01	



IOWA STATE PATROL

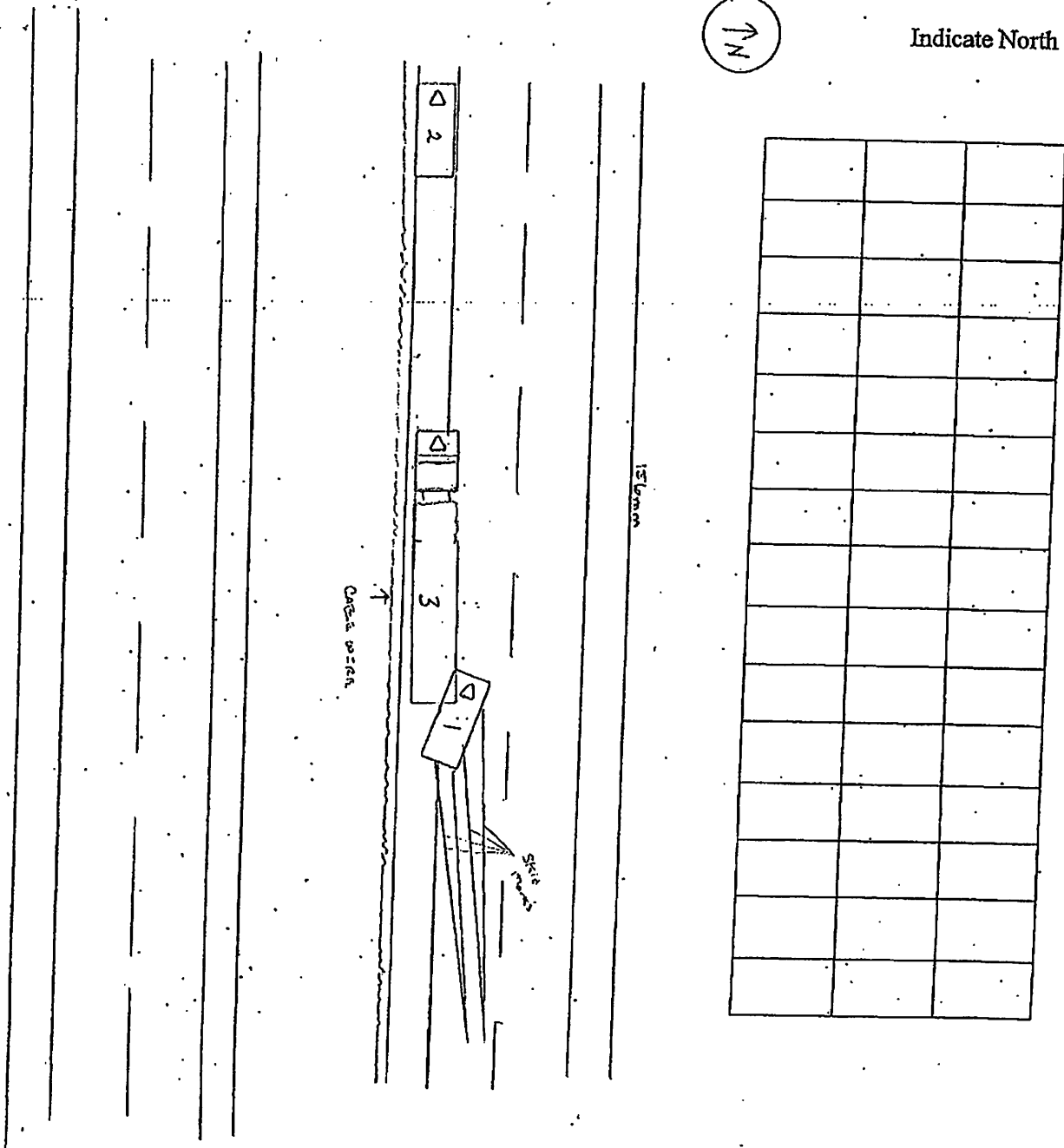
COLLISION INVESTIGATION

FIELD SKETCH

Case #: 2013031880			
Time/Date of Collision: 1429 / 06-07-2013		Time/Date of Sketch: 06-07-2013	
Location: 156mm W Ren I-80		At Intersection With/Distance from:	
City:	County:	State:	District:
Measured By: Top Chris Starrett		Recorded By: Top Chris Starrett	



Indicate North



Measurement Data Log

File Number	13-056	Scene Measured By	
Incident Date/Time	7-Jun-2013 01:54 PM	ID Number (measured by)	
Incident Location		Scene Assisted By	
Date Measured On	7-Jun-2013	ID Number (assisted by)	
Weather Description		Reference Point Description	
Road Description		Secondary Reference Point	
		Visibility Description	


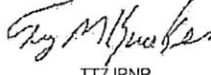
Narrative

Point	X	Y	Z	Description	Notes
1	0.0000	0.0000	0.0000	HOME	
2	-73.2766	13.3698	0.6800	skid1	
3	-87.0106	12.6388	0.6676	skid1	
4	-101.3105	11.7982	0.6785	skid1	
5	-127.1043	10.8712	0.6704	skid1	
6	-149.3895	10.3277	0.6062	skid1	
7	-163.9739	10.0793	0.6219	skid1	
8	-163.9152	9.7224	0.6225	vehl1LR	
9	-172.3082	13.3508	0.7356	vehl1LF	
10	-171.2429	18.2838	0.8179	vehl1RF	
11	-162.1652	15.4275	0.7446	vehl1RR	
12	-172.1673	13.5583	0.7348	skid2	
13	-155.9373	14.0359	0.7204	skid2	
14	-126.4172	13.7079	0.7060	skid2	
15	-102.8317	13.5269	0.6987	skid2	
16	-73.4025	13.3119	0.6829	skid2	
17	-77.3948	18.5352	0.7820	skid3	
18	-96.7189	17.4649	0.7613	skid3	
19	-119.3308	16.2956	0.7588	skid3	
20	-141.9230	15.0788	0.7524	skid3	
21	-157.4151	14.1212	0.7399	skid3	
22	-158.8834	14.0620	0.7358	skid3	
23	-160.3609	14.2068	0.7300	skid3	
24	-161.2866	14.9787	0.7445	skid3	
25	-162.0230	15.4639	0.7419	skid3	

Point	X	Y	Z	Description	Notes
25	-162.0230	15.4639	0.7419	skid3	
26	-171.0877	18.2874	0.8217	skid4	
27	-155.6512	18.9477	0.8165	skid4	
28	-134.9059	18.9291	0.8085	skid4	
29	-112.6505	18.8507	0.7983	skid4	
30	-90.1955	18.6221	0.7892	skid4	
31	-60.6257	8.5746	0.5255	triangles	
32	-60.8387	7.0677	0.4515	triangles	
33	-114.2497	6.8227	0.4750	triangles	
34	-114.2026	8.3965	0.5577	triangles	
35	-175.3522	5.0563	0.3958	trailer RL dully	
36	-179.3106	4.8659	0.4081	trailer RL dully	
37	-175.1445	13.2896	0.7184	trailer RR dully	
38	-179.0376	13.2158	0.7152	trailer dully	
39	-212.2278	13.1074	0.7319	Semi RR	
40	-216.5396	13.1493	0.7340	Semi RR	
41	-212.2742	5.2445	0.4107	Semi RL	
42	-216.7113	5.2911	0.4191	Semi RL	
43	-233.6015	5.5629	0.4497	Semi FL	
44	-233.6283	13.2334	0.7384	Semi FR	
45	-287.4091	10.6839	0.6752	triangle	
46	-508.6844	7.7123	0.4756	vehl2LF	
47	-508.7466	13.4874	0.7650	vehl2RF	
48	-500.0223	13.4089	0.7723	vehl2RR	
49	-500.0833	7.6134	0.4301	vehl2LR	
50	-536.0724	2.7523	-0.1251	cable	
51	-536.0484	8.0076	0.4338	shldedg2	
52	-535.7502	14.2864	0.7424	rdeg2	
53	-535.9536	15.0876	0.8447	yellow	
54	-534.5891	26.4627	0.9989	center	
55	-533.6645	50.2217	0.2048	shldleg1	
56	-504.7675	26.2157	0.9971	center	
57	-494.0523	26.0843	0.9801	center	
58	-339.5026	1.1390	-0.2886	cable	
59	-339.0266	5.5971	0.1603	shlddeg2	
60	-338.7320	12.3204	0.5837	rdeg2	
61	-338.3954	12.9966	0.7460	yellow	
62	-338.3036	24.4807	0.9272	center	
63	-337.6840	35.9903	0.7737	fogln	
64	-337.6341	48.4684	0.1355	shlddeg1	
65	-173.8633	46.8866	0.0409	shlddeg1	
66	-175.2820	37.0460	0.5377	rdeg1	
67	-174.6785	34.6841	0.6759	fogln	
68	-174.3524	11.3555	0.7101	yellow	

Point	X	Y	Z	Description	Notes
68	-174.3524	11.3555	0.7101	yellow	
69	-174.4050	10.6068	0.5933	rdeg2	
70	-174.4711	4.0507	0.1076	shlddeg2	
71	-174.0166	-0.6015	-0.2328	cable	
72	48.2400	-3.0822	-0.5118	cable	
73	48.2854	1.7879	0.0452	shlddeg2	
74	49.1022	8.5172	0.4965	rdeg2	
75	49.7211	9.1494	0.5988	yellow	
76	47.8107	20.6397	0.8010	center	
77	37.0644	20.7932	0.7977	center	
78	49.9583	31.9633	0.6079	fogln	
79	50.0549	34.6432	0.5020	rdeg1	
80	50.3361	44.4514	0.0041	shlddeg1	
81	0.0005	20.8015	0.7304	bs	
82	-89.8737	51.0467	6.3449	156mm\RP	
83	-90.4577	-81.9470	6.4829	156mm\RP	
84	98.6427	-98.2418	6.5232	newton sign rp	
85	0.0000	0.0000	0.0000		

COMMENTS
<p>POST ACCIDENT INVESTIGATION. DRIVER WITH TRUCK TRACTOR/ SEMI TRAILER WAS STOPPED PARTIALLY IN THE LEFT HAND LAND OF INTERSTATE 80 BROKE DOWN FROM HITTING A TIRE IN THE ROADWAY. DRIVER HAD TRIANGLES OUT AND 4 WAYS WERE ON.</p> <p>DID NOT GET TO INSPECT THE REAR OF THE TRAILER AROUND AXLE 5 DO TO THE OTHER VEHICLE THAT HIT HER WAS STILL STUCK UNDERNEATH HER TRAILER.</p>

OUT OF SERVICE / SIGNATURES		
<p>Driver/Vehicle Out of Service Notice</p> <p>Pursuant to Iowa Code Section 321.449 and 321.450, I hereby declare the "OUT OF SERVICE". The violations indicated in the violation section(s) and marked out-of-service must be repaired before the vehicle containing these defects is operated on the public highways of Iowa.</p> <p>No motor carrier shall permit or require this driver to operate any motor vehicle until: _____ on _____</p>		
<p>DRIVER'S SIGNATURE: I acknowledge being present while the above vehicle was inspected and have been informed of the above infractions and/or deficiencies.</p> <p> TT7JPNP</p>	<p>Officer's Signature</p> <p> TT7JPNP</p>	<p>Date Completed 06/07/2013</p> <p>Time Completed 15:45</p>

All information requested is required. This document will be used for enforcement action and statistical reporting by the Office of Motor Vehicle Enforcement. This form is provided to the Federal Motor Carrier Safety Administration, and to the public upon request.

DRIVER :	This report must be furnished to the motor carrier whose name is listed on this report.
MOTOR CARRIER :	Please sign and certify that all noted deficiencies have been corrected. As required by 49CFR 396.9, retain a copy of this report at your principal place of business for 12 months from the date of the inspection and return the signed certification within 15 days to the Iowa Department of Transportation, Office of Motor Vehicle Enforcement, 6310 SE Convenience Blvd. Ankeny, IA 50021.
<p>The undersigned certifies that all violations noted on this report have been corrected and action has been taken to assure compliance with the Federal and State Motor Carrier Safety and Hazardous Material Regulations insofar as they are applicable to motor carriers and drivers. I understand that failure to comply will subject me to additional violations under the regulations noted.</p>	
Signature of Carrier Official	Title
Date Signed	

On June 7, 2013 while returning from the Iowa Speedway I stopped for a broken down semi-tractor trailer at approximately the 156 mm westbound on Interstate 80. The trailer was sitting approximately 2 feet into the left lane from the left inside shoulder. I approached the driver to make sure she was ok and she was on the phone trying to get assistance. When she was done with the call she advised that she hit a piece of tire debris in the road. The impact knocked her cruise out and the truck began to slow so she pulled it onto the shoulder. During the conversation I asked her if she could move the vehicle to the ramp at exit 155. She said she would try. I returned to my vehicle to try and assist her if I could. While in my vehicle I advised state radio of the situation and that she was partially on the travelled portion about 2 feet with the rear of the trailer. My state issued vehicle has minimal safety lighting to the rear, the safety lights are only flashing tail lights. My state issued vehicle is an explosives K-9 detection vehicle and isn't equipped for traffic control operation. The semi driver made two attempts to move the tractor trailer. The vehicle wouldn't move as it appeared that the air brakes were locked up. The driver exited the vehicle and came back to my vehicle and said the brakes on the trailer won't release and her company had called a service truck that was about ten minutes away. I asked her to get her safety triangles out and to properly set them to warn other drivers. She was in the process of putting the safety triangles out as I pulled away. I left the scene due to the fact that my K-9 vehicle has minimal lighting and isn't equipped for traffic control. My K9 partner was exposed to oncoming traffic as the kennel is in the back of my Tahoe. The area was flat and visibility wasn't an issue and the truck could be seen. Help was forthcoming and by putting out the triangles it gave advanced warning to the oncoming traffic.

Rob Van Pelt #703
Fire Inspector II
State Fire Marshal Division

SILVER CAR



JASPER COUNTY SHERIFF DEPARTMENT ACCIDENT INVESTIGATION

STATEMENT / INTERVIEW

CASE#:

C-262-220-4422

Last Name: <u>CALHOUN</u>		First Name: <u>PATRICK</u>		Phone: <u>262-564-8705 HM.</u>	
Address: <u>7025 26th Ave. Kenosha, WI 53143</u>					
Accident Location: <u>156th Mile WB</u>				Time/Date:	
Statement Taken At: <u>Rozendaele Scene</u>				Time/Date: <u>6-7-13</u>	
Given To: <u>Rozendaele</u>		Badge: <u>5025</u>		Dept: <u>Jasper So</u>	
Witness To Statement:					
Miranda Given: Time:			Known mechanical defects: <u>No</u>		
Age: <u>60</u> Birthdate: <u>10-18-52</u>			When did you first perceive any danger (location): <u>CAR AHEAD OF ME SLOWING FAST - THEN</u>		
Direction headed: <u>West</u> How Fast: <u>69 - Slowed to</u>			Evasive action taken: <u>looked in mirror as white</u>		
Coming from where: <u>Kenosha, WI</u> Time left: <u>0830</u>			Headlights on: <u>No</u> Familiar with vehicle: <u>Yes</u>		
Going to: <u>Decorah</u> Route Taken: <u>80</u>			Roadway conditions: <u>Excellent</u> Roadway defects: <u>No</u>		
Passenger names and positions in vehicle: <u>MARY CALHOUN</u>			Any medication or alcohol taken in past 8 hours: <u>No</u>		
Seat belts on: <u>yes - Both.</u>			Drinking: Time Started/Stopped: <u>No</u>		
			Amount/Type:		

SIGNATURE OF PERSON BEING INTERVIEWED

TELL ME WHAT YOU SAW HAPPEN: Summary By (257)

I WAS going West Bound on I-80 in the left lane. There was a CAR AHEAD of me that slowed down drastically. I slowed down quickly as well. The CAR AHEAD of me was able to go on by the SEMI. I looked up & SAW A WHITE CAR coming fast Behind me. By now I WAS NEXT to SEMI when I felt the IMPACT of the white vehicle from behind. AFTER IMPACT I CALLED 911 & WALKED BACK to the SEMI.

WITNESS



JASPER COUNTY SHERIFF DEPARTMENT ACCIDENT INVESTIGATION

STATEMENT / INTERVIEW

Jr. official STATE

1028 2365

CASE#:

Last Name: <u>Williams</u>		First Name: <u>Abigail</u>		Phone: <u>641-430-8160</u>	
Address: <u>2100 MINDOW CHALK LANE #405 Des Moines IA. 50320</u>					
Accident Location: <u>156 mm.</u>				Time/Date:	
Statement Taken At: <u>Scene</u>				Time/Date: <u>06-7-13</u>	
Given To: <u>ROSENOM</u>		Badge: <u>50-25</u>		Dept: <u>Jasper</u>	
Witness To Statement:					
Miranda Given: Time:			Known mechanical defects:		
Age: <u>34</u>		Birthdate: <u>11-27-78</u>		When did you first perceive any danger (location):	
Direction headed: <u>WEST</u>		How Fast: <u>74</u>		Evasive action taken:	
Coming from where: <u>ORADNE</u>		Time left: <u>1315</u>		Headlights on: Familiar with vehicle:	
Going to:		Route Taken:		Roadway conditions: Roadway defects:	
Passenger names and positions in vehicle: <u>DIANN WILDER - RF 515-725-5726</u>				Any medication or alcohol taken in past 8 hours:	
Seat belts on:				Drinking: Time Started/Stopped: Amount/Type:	

SIGNATURE OF PERSON BEING INTERVIEWED

TELL ME WHAT YOU SAW HAPPEN:

I WAS in the Right Lane. the white car passed me in left lane I looked ahead. As he passed, he came me fast. As he passed I saw a phone in his right. I noticed a semi parked on the left shoulder. we could see the silver car attempting to merge into right lane was slowed AND coasting As he was trying to get into the Right Lane.

The white car pushed the silver car pushing it to the right and forward then the white car hit the parked semi.

I got out, went to white car. Couldn't get door open. He was moaning - I ALOT of Blood - Touched his hands. Could see ALOT of Damage.



ACCIDENT INVESTIGATION

AUTOMOBILE DAMAGE

Vehicle #1

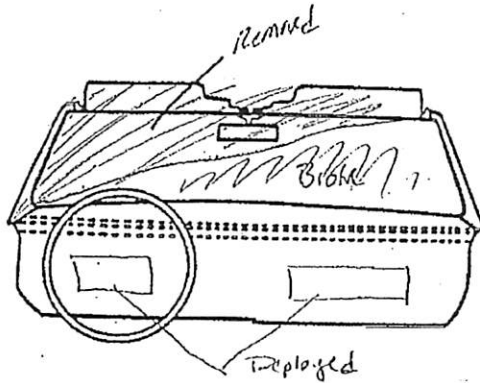
2013031880

Case Number

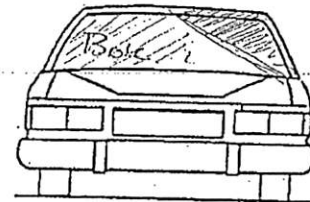
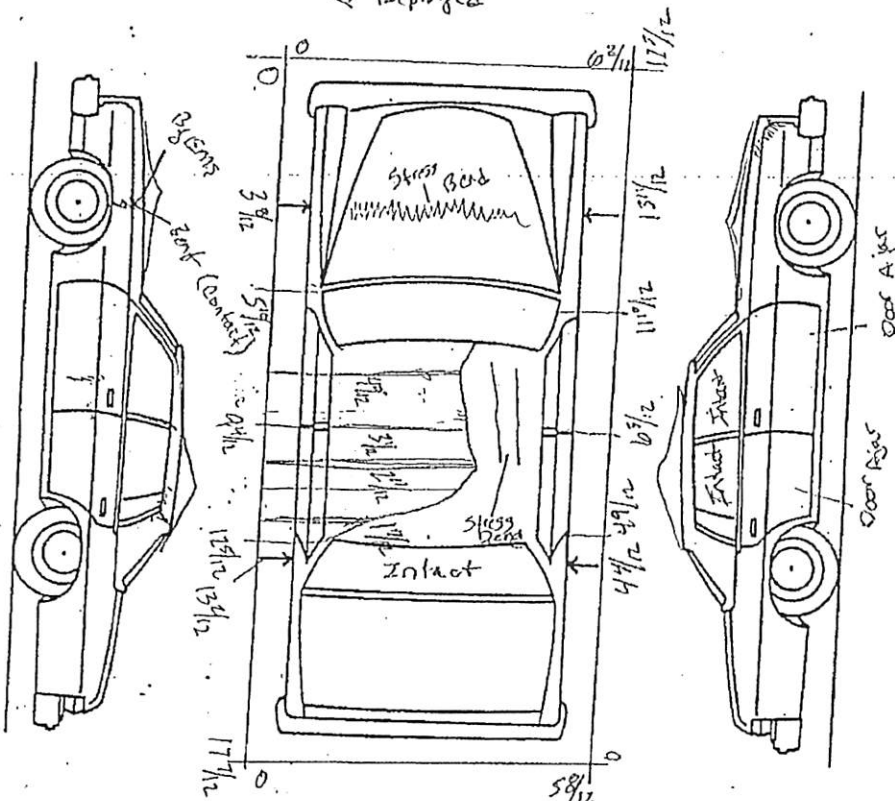
EXAMINED AT			
Barney's Towing			
ADDRESS			
1301 E. 31st St S			
CITY			
Newton IA 50208			
HOUR	DAY	MONTH	YEAR
m	7 th	JUNE	2013

Vehicle No./on Report

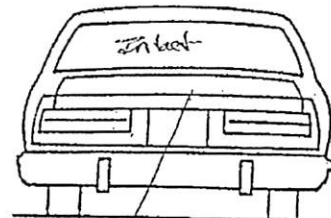
VEHICLE TYPE		
2000 Mercury 4D		
REGISTRATION	STATE	YEAR
CZ14134	TX	13
SERIAL NO.		
2MEFM74W19X1011717		
COLOR	ODOMETER	
White		



* Both Airbags Deployed
* Tinted Windows



Note Tire Inflation



Trunk Out of Alignment

Wheel Damage

upright RF Michelin (Leaky L&H)
RF P215/65 R16
Flat LF Uni Royal (Tiger Brand)
LF P215/65 R16
upright RR BF Goodrich (Traction T/A)
RR P215/65 R16
upright LR BF Goodrich (Traction T/A)
LR P215/65 R16

Misc. A & B Pillars Removed By EMS

Note Occupant Restraint Condition

Vehicle #1



IOWA STATE PATROL TECHNICAL COLLISION INVESTIGATION

VEHICLE DAMAGE EXAMINATION

TI FILE: 13-056

EXAMINED AT: Barney's Towing

EXAMINED BY: Trooper Chris Starrett #248

ADDRESS: 1301 E 36th St S

CITY: Newton, Iowa

TIME: 2000 hrs

DATE: June 7th, 2013

VEHICLE MAKE: Mercury

MODEL: Grand Marquis

YEAR: 2000

REGISTRATION: CZ1 Y134

STATE: TX

LICENSE YEAR: 2013

VIN: 2MEFM74W6YX611717

COLOR: White

ODOMETER:

TIRE MANUFACTURER	RIGHT FRONT: Michelin (Energy LX4) P215/65R16	LEFT FRONT: UniRoyal (Tiger Paw) P215/65R16	RIGHT REAR: GF Goodrich (Traction T/A) P215/65R16	LEFT REAR: GF Goodrich (Traction T/A) P215/65R16
TIRE INFLATION INFORMATION	RIGHT FRONT: Inflated	LEFT FRONT: Flat	RIGHT REAR: Inflated	LEFT REAR: Inflated
TREAD DEPTH	RIGHT FRONT: Good Tread	LEFT FRONT: Good Tread	RIGHT REAR: Good Tread	LEFT REAR: Good Tread
TIRE/WHEEL DAMAGE	RIGHT FRONT: Rotating		LEFT FRONT: Rotating	
	RIGHT REAR: Rotating		LEFT REAR: Rotating	

ABS equipped: ☒ yes ☐ no

CDR: YES	no	DOWNLOADED BY:	DATE:
----------	----	----------------	-------

VEHICLE DAMAGE LEFT SIDE: The left side of the vehicle sustained a substantial amount of damage from the collision. The left front fender was bent in the front portion due to the fender colliding with the rear duals of the semi-trailer. The rear part of the front left fender had scrape marks and was also dented. The front left door was removed from the emergency crew; however, the door had contact and stress damage. The A pillar was bent downward from the collision. The B pillar was removed from the emergency crew; however, it had damage also from the collision. The rear left door was pushed and bent backward from the collision. The rear door also had contact and stress damage from the collision. The rear left fender had a stress dent by the gas tank door. The C pillar was twisted from the collision and was also bent downward into the cab. The left side mirror was broken and removed from the collision. The left side windows were all broken out from the collision. The front left tire was flattened from impact; however, the rear left side tire was upright after impact, but the emergency crew had to flatten it to get the car out from underneath the semi (vehicle #3).

Vehicle #1

Mercury Grand Marquis:

FILE 13-056
PAGE 2

VEHICLE DAMAGE RIGHT SIDE: The right side sustained damage from the collision. The front right fender was damaged from the collision with vehicle #2. The front right fender was twisted with some paint damage. The front right side door was out of alignment and ajar. The A pillar was bent downward into the interior. The B pillar was bent downward towards the interior also. The rear right side door was ajar and out of alignment. The rear right fender was not damaged. The right side mirror was still intact and functional. The right side windows were still intact. The right side tires were still inflated after the collision, however, the emergency crew had to flatten them to get the vehicle out from underneath the semi-trailer (vehicle #3).

VEHICLE DAMAGE FRONT END: The front end of the vehicle had sustained damage. The front right side of the bumper was detached from the first collision. The front grill and cover was broken and removed from the first collision. The hood was bent back and upward from a front end collision. The left front side of the vehicle was damaged from the collision with the rear back duals of the semi-trailer (vehicle #3). Both headlight assemblies were broken out and removed from the collisions. The windshield was cracked and also some of it was removed.

VEHICLE DAMAGE REAR END: The rear of the vehicle had no damage from the collisions. The rear window was still intact. The rear taillight assemblies were still intact and functional.

VEHICLE DAMAGE TOP: The top of the vehicle did sustain a substantial amount of damage. The top of the vehicle was bent upward from the collision with the semi-trailer (vehicle #3). The A pillar and B pillar on the left side was removed from the top of the vehicle. The damage was contact and stress damage.

MISCELLANEOUS INFORMATION: Due to the amount of damage to the left side of the vehicle, It is undetermined if the driver was utilizing his safety belt. Both airbags were deployed, unknowingly if they deployed at first impact or at secondary.

8:44:24 AM

08-28-2013

VINassist(R) Version 1.38

(c) by NICB 1991

Law Enforcement Edition

VIN:2MEFM74W6YX611717

DIGIT	DESCRIPTION	MEANING
2	Country of Origin	CANADA
M	Manufacturer	MERC MERCURY
E	Vehicle Type	PASSENGER CAR
F	Restraint System	ACTIVE/2ND GEN. DR & PASS AIR BAGS
M	Line	MERCURY
74	Body Style	GRAND MARQUIS GS 4DR SEDAN
W	Engine	4.6L EFI-SOHC (R) V8
6	Check Digit	CHECK DIGIT VALID
Y	Year	2000
X	Assembly Plant	ST. THOMAS:TALBOTVILLE, ON (CANADA)
611717	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 2000 MERCURY GRAND MARQUIS GS 4DR SEDAN

(c) by NICB, 1991

Expert AutoStats®

Version 5.3.0

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IOWA STATE PATROL - TRAFFIC INVESTIGATION OFFICE

5912 NW 2'ND AVENUE

DES MOINES IA 50313-1398

8/28/2013

2000 MERCURY GRAND MARQUIS 4 DOOR SEDAN

Curb Weight: 3917 lbs. 1777 kg.
 Curb Weight Distribution - Front: 55 % Rear: 45 %
 Gross Vehicle Weight Rating: 5170 lbs. 2345 kg.
 Number of Tires on Vehicle: 4
 Drive Wheels: REAR

Horizontal Dimensions

	Inches	Feet	Meters
Total Length	212	17.67	5.38
Wheelbase:	115	9.58	2.92
Front Bumper to Front Axle:	42	3.50	1.07
Front Bumper to Front of Front Well:	25	2.08	0.64
Front Bumper to Front of Hood:	7	0.58	0.18
Front Bumper to Base of Windshield:	64	5.33	1.63
Front Bumper to Top of Windshield:	90	7.50	2.29
Rear Bumper to Rear Axle:	55	4.58	1.40
Rear Bumper to Rear of Rear Well:	39	3.25	0.99
Rear Bumper to Rear of Trunk:	8	0.67	0.20
Rear Bumper to Base of Rear Window:	39	3.25	0.99

Width Dimensions

	Inches	Feet	Meters
Maximum Width:	78	6.50	1.98
Front Track:	62	5.17	1.57
Rear Track:	64	5.33	1.63

Vertical Dimensions

	Inches	Feet	Meters
Height:	57	4.75	1.45
Ground to -			
Front Bumper (Top)	22	1.83	0.56
Headlight - center	27	2.25	0.69
Hood - top front:	31	2.58	0.79
Base of Windshield	39	3.25	0.99
Rear Bumper - top:	26	2.17	0.66
Trunk - top rear:	40	3.33	1.02
Base of Rear Window:	42	3.50	1.07

Expert AutoStats®

2000 MERCURY GRAND MARQUIS 4. DOOR SEDAN

Interior Dimensions

	Inches	Feet	Meters
Front Seat Shoulder Width	60	5.00	1.52
Front Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (max)	43	3.58	1.09
Rear Seat Shoulder Width	60	5.00	1.52
Rear Seat to Headliner	38	3.17	0.97
Front Leg Room - seatback to floor (min)	38	3.17	0.97

Seatbelts: 3pt - front and rear

Airbags: FRONT SEAT AIRBAGS

Steering Data

Turning Circle (Diameter)	504	42.00	12.80
Steering Ratio:	16.40:1		
Wheel Radius:	12	1.00	0.30
Tire Size (OEM):	P225/60R16		

Acceleration & Braking Information

Brake Type: ALL DISC

ABS System: ALL WHEEL ABS - OPTIONAL

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):

d = 133.0 ft t = 3.0 sec a = -29.1 ft/sec² G-force = -0.90

Acceleration:

0 to 30mph t = 2.6 sec a = 16.9 ft/sec² G-force = 0.530 to 60mph t = 7.9 sec a = 11.1 ft/sec² G-force = 0.3545 to 65mph t = 4.3 sec a = 6.8 ft/sec² G-force = 0.21

Transmission Type: 4spd AUTOMATIC

Notes:

Federal Bumper Standard Requirements: 2.5 mph

This vehicles Rated Bumper Strength: 5 mph

N.S.D.C = 1998 - 2002

Expert AutoStats®

2000 MERCURY GRAND MARQUIS 4 DOOR SEDAN

Other Information

Tip-Over Stability Ratio =

1.41

Stable

NHTSA Star Rating (calculated)

Center of Gravity (No Load):

Inches behind front axle

=

51.75

Inches in front of rear axle

=

63.25

Inches from side of vehicle

=

39.00

Inches from ground

=

22.37

Inches from front corner

=

101.54

Inches from rear corner

=

124.52

Inches from front bumper

=

93.75

Inches from rear bumper

=

118.25

Moments of Inertia Approximations (No Load):

Yaw Moment of Inertia

=

2828.51

lb*ft*sec²

Pitch Moment of Inertia

=

2728.83

lb*ft*sec²

Roll Moment of Inertia

=

555.06

lb*ft*sec²

Front Profile Information

Angle Front Bumper to Hood Front

=

52.1

deg

Angle Front of Hood to Windshield Base

=

8.0

deg

Angle Front of Hood to Windshield Top

=

16.1

deg

Angle of Windshield

=

31.6

deg

Angle of Steering Tires at Max Turn

=

26.1

deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(\text{mph}) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side)

=

21 CF

Bullet vehicle IMPACT SPEED estimation

based on TARGET VEHICLE damage ONLY

=

27 CF

(Tested for Rear/Side Impact only)

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independent evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).



ACCIDENT INVESTIGATION

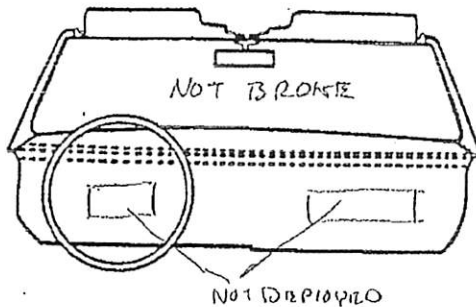
AUTOMOBILE DAMAGE

Vehicle #2

2013031880

Case Number

EXAMINED AT			
Barney's Towing			
ADDRESS			
1301 E 31st St S			
CITY			
Newton IA 50208			
HOUR	DAY	MONTH	YEAR
	7 th	JUNE	2013



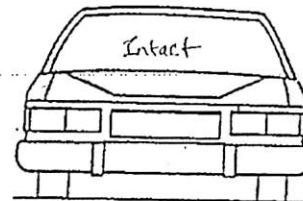
* Airbags Did not Deploy

* All windows are Intact / NOT BROKE

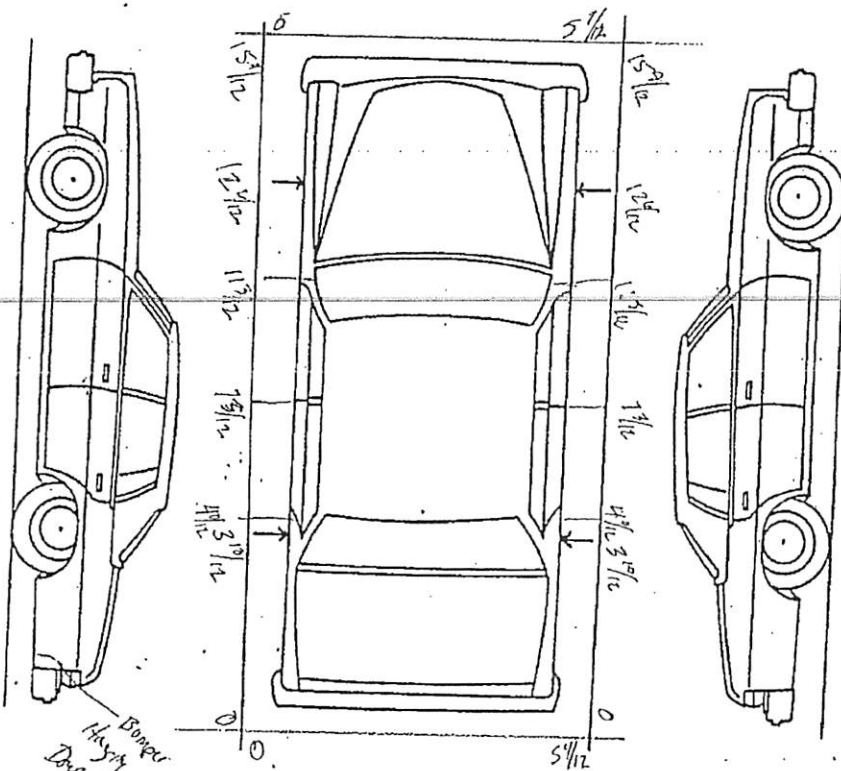
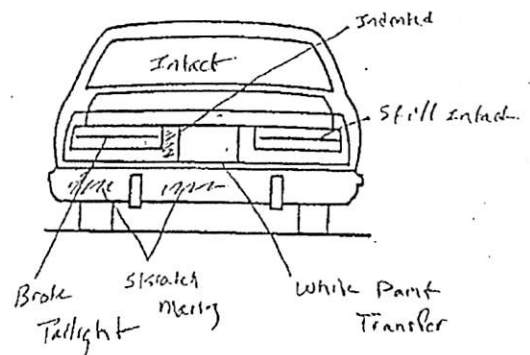
Vehicle No 2 on Report

VEHICLE TYPE		
2007 MAZDA A61		
REGISTRATION	STATE	YEAR
750 MXE	IA	13
SERIAL NO.		
19VHP80CX75M38393		
COLOR	ODOMETER	
GRAY		

* Headlights Operational



Note Tire Inflation



Wheel Damage

Misc. * Brake Lights Tested and Operational

RF	Good Year (Gaggle BT)	Good Tread
LF	215 / 50 R 17	
RR		
LR		

Note Occupant Restraint Condition

Vehicle #2



IOWA STATE PATROL TECHNICAL COLLISION INVESTIGATION

VEHICLE DAMAGE EXAMINATION

TI FILE: 13-056

EXAMINED AT: Barney's Towing

EXAMINED BY: Trooper Chris Starrett #248

ADDRESS: 1301 E 36th St S

CITY: Newton, Iowa

TIME: 2000 hrs

DATE: June 7th, 2013

VEHICLE MAKE: Mazda

MODEL: A6I

YEAR: 2007

REGISTRATION: 750 MXE

STATE: IA

LICENSE YEAR: 2013

VIN: 1YVHP80CX75M38393

COLOR: Gray

ODOMETER:

TIRE MANUFACTURER	RIGHT FRONT: Goodyear (Eagle GT) 215/50R17	LEFT FRONT: Goodyear (Eagle GT) 215/50R17	RIGHT REAR: Goodyear (Eagle GT) 215/50R17	LEFT REAR: Goodyear (Eagle GT) 215/50R17
TIRE INFLATION INFORMATION	RIGHT FRONT: Inflated	LEFT FRONT: Inflated	RIGHT REAR: Inflated	LEFT REAR: Inflated
TREAD DEPTH	RIGHT FRONT: Good Tread	LEFT FRONT: Good Tread	RIGHT REAR: Good Tread	LEFT REAR: Good Tread
TIRE/WHEEL DAMAGE	RIGHT FRONT: Rotating		LEFT FRONT: Rotating	
	RIGHT REAR: Rotating		LEFT REAR: Rotating	
ABS equipped:	yes	no		
CDR:	YES	no	DOWNLOADED BY:	DATE:

VEHICLE DAMAGE LEFT SIDE: The left side did not sustain any damage from the collision.

VEHICLE DAMAGE RIGHT SIDE: The right side did not sustain any damage from the collision.

VEHICLE DAMAGE FRONT END: The front end of the vehicle did not sustain any damage from the collision.

VEHICLE DAMAGE REAR END: The rear of the vehicle had substantial damage from the first collision. The right side of the rear end had scrape marks. The left side of the rear end had the most damage from the first collision. The trunk lid was caved in from the impact. The left side of the bumper contained scrapes from vehicle #1. There were scrapes also underneath the rear end bumper, showing that vehicle #1 under-road vehicle #2 when the collision occurred. On the rear bumper there was white paint transfer from vehicle #1.

VEHICLE DAMAGE TOP: The top of the vehicle did not sustain any damage from the collision.

MISCELLANEOUS INFORMATION: Both the driver and passenger were utilizing their safety belts. The collision occurred in the rear end so the airbags did not deploy.

8:44:48 AM

08-28-2013

VINassist(R) Version 1.38

(c) by NICB 1991

Law Enforcement Edition

VIN:1YVHP80CX75M38393

DIGIT	DESCRIPTION	MEANING
1	Country of Origin	UNITED STATES
YV	Manufacturer	MAZD MAZDA
HP80C	Model	MAZDA 6 4D SD/2.3L/D&P,CRTN+SD ARBG
X	Check Digit	CHECK DIGIT VALID
7	Year	2007
5	Assembly Plant	FLAT ROCK, MI
M38393	Sequence Number	IN RANGE

***** VIN Passed Test *****

VIN indicates a 2007 MAZDA MAZDA 6 4D SD/2.3L/D&P,CRTN+SD ARBG

(c) by NICB, 1991

Expert AutoStats®

Version 5.3.0

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IOWA STATE PATROL - TRAFFIC INVESTIGATION OFFICE

5912 NW 2'ND AVENUE

DES MOINES IA 50313-1398

8/28/2013

2007 MAZDA 6 I 4 DOOR SEDAN

Curb Weight: 3128 lbs. 1419 kg.

Curb Weight Distribution - Front: 59 % Rear: 41 %

Gross Vehicle Weight Rating: 4279 lbs. 1941 kg.

Number of Tires on Vehicle: 4

Drive wheels: FRONT

Horizontal Dimensions

	Inches	Feet	Meters
Total Length	187	15.58	4.75
Wheelbase:	105	8.75	2.67
Front Bumper to Front Axle:	40	3.33	1.02
Front Bumper to Front of Front Well:	25	2.08	0.64
Front Bumper to Front of Hood:	8	0.67	0.20
Front Bumper to Base of Windshield:	48	4.00	1.22
Front Bumper to Top of Windshield:	80	6.67	2.03
Rear Bumper to Rear Axle:	42	3.50	1.07
Rear Bumper to Rear of Rear Well:	29	2.42	0.74
Rear Bumper to Rear of Trunk:	7	0.58	0.18
Rear Bumper to Base of Rear Window:	17	1.42	0.43

Width Dimensions

Maximum Width:	70	5.83	1.78
Front Track:	61	5.08	1.55
Rear Track:	61	5.08	1.55

Vertical Dimensions

Height:	57	4.75	1.45
Ground to -			
Front Bumper (Top)	20	1.67	0.51
Headlight - center	26	2.17	0.66
Hood - top front:	29	2.42	0.74
Base of windshield	38	3.17	0.97
Rear Bumper - top:	24	2.00	0.61
Trunk - top rear:	42	3.50	1.07
Base of Rear Window:	43	3.58	1.09

Expert AutoStats®

2007 MAZDA 6 I 4 DOOR SEDAN

Interior Dimensions

	Inches	Feet	Meters
Front Seat Shoulder Width	56	4.67	1.42
Front Seat to Headliner	39	3.25	0.99
Front Leg Room - seatback to floor (max)	42	3.50	1.07
Rear Seat Shoulder Width	55	4.58	1.40
Rear Seat to Headliner	37	3.08	0.94
Front Leg Room - seatback to floor (min)	37	3.08	0.94

Seatbelts: 3pt - front and rear

Airbags: FRONT SEAT AIRBAGS

Steering Data

Turning Circle (Diameter)	444	37.00	11.28
Steering Ratio:	:1		
Wheel Radius:			
Tire Size (OEM):	P215/50R17		

Acceleration & Braking Information

Brake Type: ALL DISC

ABS System: ALL WHEEL ABS

Braking, 60 mph to 0 (Hard pedal, no skid, dry pavement):

d = 121.0 ft t = 2.8 sec a = -31.9 ft/sec² G-force = -0.99

Acceleration:

0 to 30mph t = 2.7 sec a = 16.3 ft/sec² G-force = 0.510 to 60mph t = 7.9 sec a = 11.1 ft/sec² G-force = 0.3545 to 65mph t = 3.5 sec a = 8.4 ft/sec² G-force = 0.26

Transmission Type: 5spd MANUAL

Notes:

Federal Bumper Standard Requirements: 2.5 mph

This vehicles Rated Bumper Strength: 2.5 mph

N.S.D.C = 2006 - 2008

Expert AutoStats®

2007 MAZDA 6 I 4 DOOR SEDAN

Other Information

Tip-Over Stability Ratio =
 NHTSA Star Rating (calculated)

1.36

Stable

Center of Gravity (No Load):

Inches behind front axle	=	43.05
Inches in front of rear axle	=	61.95
Inches from side of vehicle	=	35.00
Inches from ground	=	22.37
Inches from front corner	=	90.12
Inches from rear corner	=	109.68
Inches from front bumper	=	83.05
Inches from rear bumper	=	103.95

Moments of Inertia Approximations (No Load):

Yaw Moment of Inertia	=	2015.84	lb*ft*sec ²
Pitch Moment of Inertia	=	1947.72	lb*ft*sec ²
Roll Moment of Inertia	=	413.04	lb*ft*sec ²

Front Profile Information

Angle Front Bumper to Hood Front	=	48.4	deg
Angle Front of Hood to Windshield Base	=	12.7	deg
Angle Front of Hood to Windshield Top	=	19.9	deg
Angle of Windshield	=	28.0	deg
Angle of Steering Tires at Max Turn	=	27.1	deg

First Approximation Crush Factors:

Speed Equivalent (mph) of Kinetic Energy (KE) used in causing crush of indentation may be evaluated using the following formula, the appropriated Crush Factor (CF), and Maximum Indentation Depth (MID), in feet:

$$V(\text{mph}) = \sqrt{(30 * CF * MID)}$$

KE Equivalent Speed (Front/Rear/Side) = 21 CF

Bullet vehicle IMPACT SPEED estimation
 based on TARGET VEHICLE damage ONLY = 27 CF
 (Tested for Rear/Side Impact only)

These CF values are based upon analysis of NHTSA Barrier Crash data, and from over 1000 vehicle accidents where independant evaluation of speed was possible. (These are NOT 'A', 'B', 'C', or 'G' values)

The rear Impact data with more then 2-3 inches of crush damage should be looked at carefully, since some vehicles have very weak trunk & fender strength. Therefore, on some cars, especially GM, you estimate from the rear crush data may be high by as much as 4-5 mph (on a crush of 18 inches).



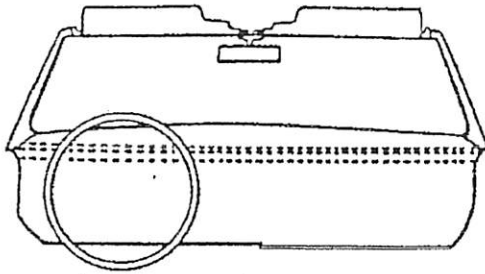
ACCIDENT INVESTIGATION

SEMI TRACTOR DAMAGE

2013631880

Case Number

EXAMINED AT			
Kum & Co (Parking Lot)			
ADDRESS			
CITY			
Coffey, IA			
HOUR	DAY	MONTH	YEAR
1730	M	7	JUN 2013

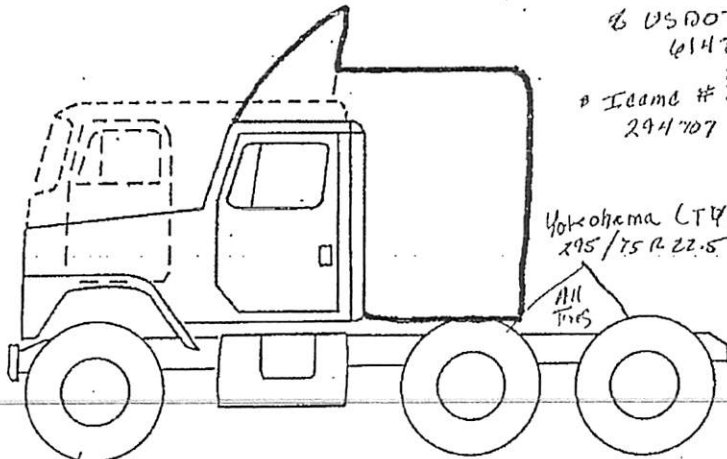


Driver was
outside of
Vehicle

No seat belt
Needed

Vehicle No. on Report 3

VEHICLE TYPE		
2011 International T		
REGISTRATION	STATE	YEAR
66AD7D	M	13
SERIAL NO.		
3H5ATAPROBN267185		
COLOR	ODOMETER	
BLUE		

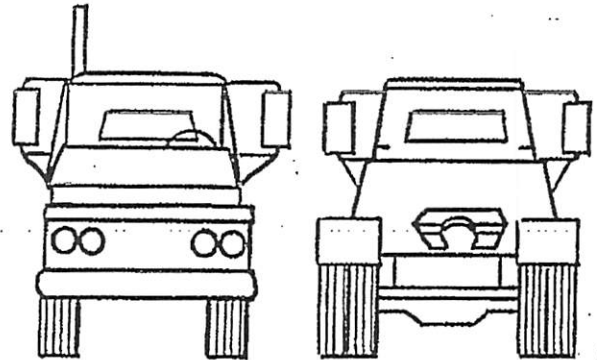


US DOT #
614326

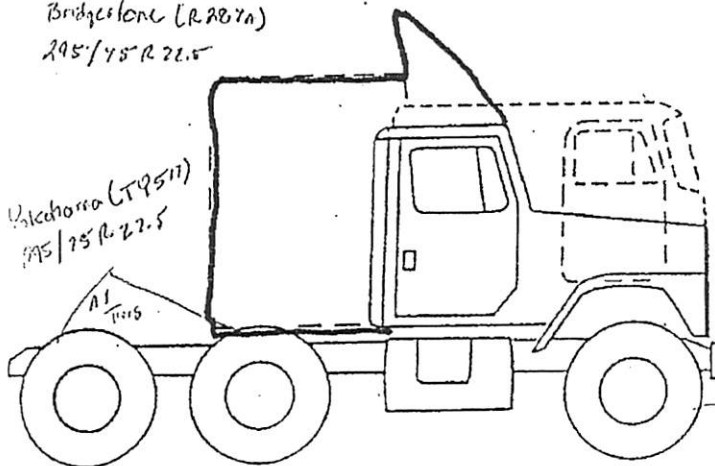
Trailer #
294707

Yokohama (TY517)
295/75R22.5

All
Tires



Bridgestone (R287A)
295/75R22.5



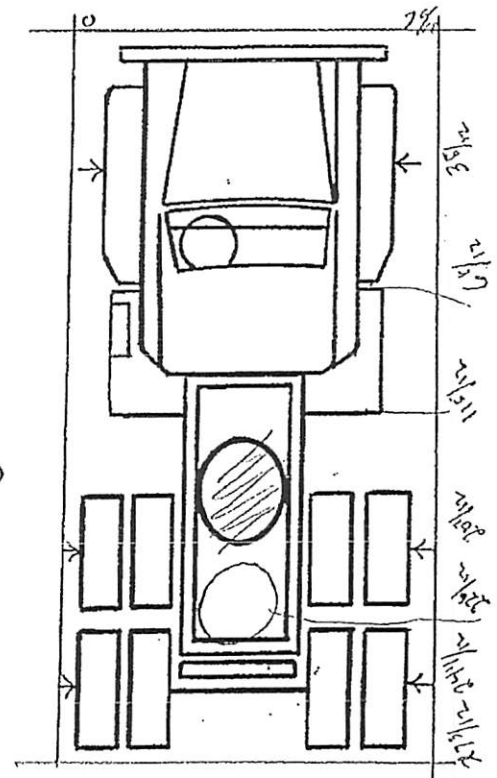
Yokohama (TY517)
295/75R22.5

All
Tires

Note
Tire
Inflation

Bridgestone (R287A)
295/75R22.5

Wheel Damage - Occupant Restraint - Misc.





IOWA STATE PATROL TECHNICAL COLLISION INVESTIGATION

Vehicle #3
(Tractor)

VEHICLE DAMAGE EXAMINATION

TI FILE 13-056

EXAMINED AT: Kum & Go (parking lot)

EXAMINED BY: Trooper Chris Starrett #248

ADDRESS: 1200 North Walnut St

CITY: Colfax, Iowa

TIME: 1730 hrs

DATE: June 7th, 2013

VEHICLE MAKE: International

MODEL: TT

YEAR: 2011

REGISTRATION: 66AP7P

STATE: MO

LICENSE YEAR: 2013

VIN: 3HSCTAPROBN267185

COLOR: Blue

ODOMETER: N/A

TIRE	RIGHT FRONT:	LEFT FRONT:	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSDIE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
MANUFACTURER	Bridgestone (R287A) 295/75R22.5	Bridgestone (R287A) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5	Yokohama (TY517) 295/75R22.5
TIRE INFLATION	RIGHT FRONT:	LEFT FRONT:	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSDIE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
INFORMATION	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated
TREAD DEPTH	RIGHT FRONT:	LEFT FRONT:	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSDIE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
Inside/middle/outside	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good
TIRE/WHEEL DAMAGE	RIGHT FRONT: Rotating, Good		LEFT FRONT: Rotating, Good		RIGHT FRONT REAR (OUTSIDE): Rotating, Good		RIGHT BACK REAR (INSIDE): Rotating, Good		RIGHT BACK REAR (OUTSIDE): Rotating, Good	
	RIGHT FRONT REAR (INSIDE): Rotating, Good		LEFT FRONT REAR (INSIDE): Rotating, Good		LEFT FRONT REAR (OUTSDIE): Rotating, Good		LEFT BACK REAR (INSIDE): Rotating, Good		LEFT BACK REAR (OUTSIDE): Rotating, Good	

ABS equipped: ☐ yes ☐ no

CDR: ☐ YES ☐ NO DOWNLOADED BY: _____ DATE: _____

VEHICLE DAMAGE LEFT SIDE: The left side of the vehicle did not sustain any damage.

VEHICLE DAMAGE RIGHT SIDE: The right side of the vehicle did not sustain any damage.

VEHICLE DAMAGE FRONT END: The front end of the vehicle did not sustain any damage.

VEHICLE DAMAGE REAR END: The rear of the vehicle did not sustain any damage.

VEHICLE DAMAGE TOP: The top of the vehicle did not sustain any damage.

MISCELLANEOUS INFORMATION: The operator of the vehicle was outside of the vehicle when the collision occurred.



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VIN:



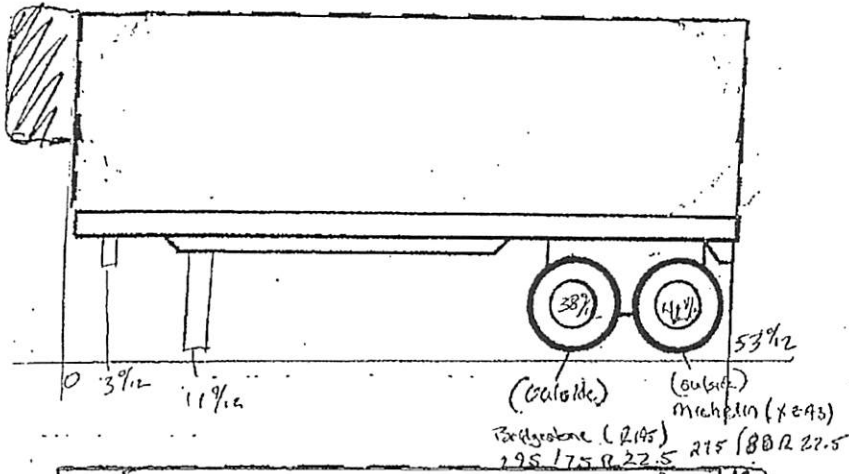
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DIGIT	DESCRIPTION	MEANING
<u>3</u>	Country of Origin	MEXICO
<u>H</u>	Manufacturer	INTL INTERNATIONAL
<u>S</u>	Vehicle Type	TRUCK TRACTOR
<u>CT</u>	Model	INTERNATIONAL LF617 PROSTAR 6X4
<u>AP</u>	Engine	CMNS SIGN.600,ISX,AHD/915 CID/DSL
<u>R</u>	Gross Vehicle Weight	33,001-55,000 LBS / AIR BRAKES
<u>Q</u>	Check Digit	Check Digit Matches
<u>B</u>	Year	2011
<u>N</u>	Plant	ESCOBEDO, MEXICO
<u>267185</u>	Serial Number	Sequence in Range
VIN indicates a 2011 INTERNATIONAL INTERNATIONAL LF617 PROSTAR 6X4		
Shipping record on file.		

2013031880

Case Number

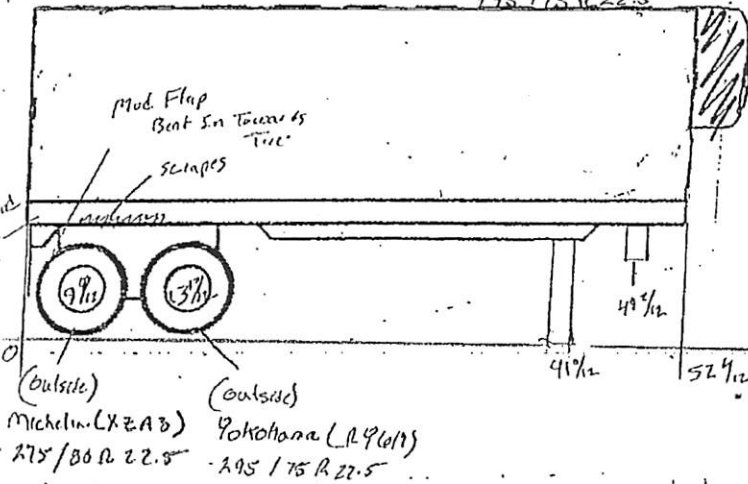


EXAMINED AT			
Korn & Co (Parking Lot)			
ADDRESS			
CITY			
Colfax, IA			
HOUR	DAY	MONTH	YEAR
1730	m	7	JUNE 19 2013

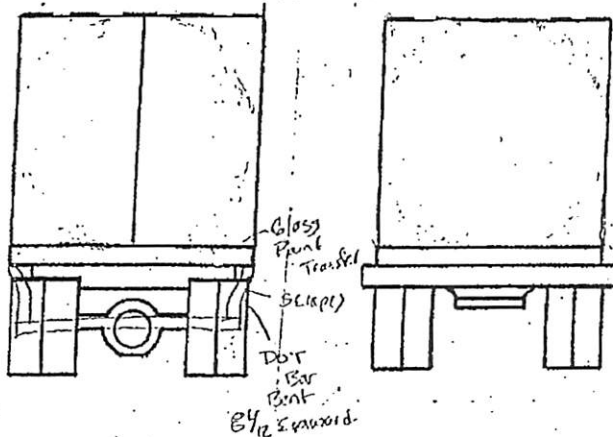
Vehicle No. on Report 3

VEHICLE TYPE		
2005 WANC (Trailer)		
REGISTRATION	STATE	YEAR
PP 5896	MO	13
SERIAL NO.		
155 V532 LKX 5L 929605		
COLOR	ODOMETER	
White		

Wheel Damage



Misc. Rear Front Right Brake Line Hose
was disconnected before collision occurred.
& Reason why on the shoulder



ACCIDENT INVESTIGATION

SEMI TRAILER DAMAGE



**IOWA STATE PATROL
TECHNICAL COLLISION INVESTIGATION
VEHICLE DAMAGE EXAMINATION**

**Vehicle #3
(Trailer)**

TI FILE: 13-056

EXAMINED AT: Kum & Go (parking lot)

EXAMINED BY: Trooper Chris Starrett #248

ADDRESS: 1200 North Walnut St

CITY: Colfax, Iowa

TIME: 1730 hrs

DATE: June 7th, 2013

VEHICLE MAKE: Van - Trailer

MODEL: WANC (ST)

YEAR: 2005

REGISTRATION: PP5896

STATE: MO

LICENSE YEAR: 2013

VIN: 1JJV532WX5L929605

COLOR: White

ODOMETER: N/A

TIRE	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSIDE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
MANUFACTURER	Yokohama (RY617) 295/75R22.5	Bridgestone (R195) 295/75R22.5	Yokohama (RY617) 295/75R22.5	Bridgestone (R195) 295/75R22.5	Michelin (XZA3) 295/80R22.5	Michelin (XZA3) 295/80R22.5	Michelin (XZA3) 295/80R22.5	Michelin (XZA3) 295/80R22.5
TIRE INFLATION	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSIDE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
INFORMATION	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated	Inflated
TREAD DEPTH	RIGHT FRONT REAR (INSIDE):	LEFT FRONT REAR (INSIDE):	RIGHT FRONT REAR (OUTSIDE):	LEFT FRONT REAR (OUTSIDE):	RIGHT BACK REAR (INSIDE):	LEFT BACK REAR (INSIDE):	RIGHT BACK REAR (OUTSIDE):	LEFT BACK REAR (OUTSIDE):
Inside/middle/outside	Good	Good	Good	Good	Good	Good	Good	Good
TIRE/WHEEL DAMAGE	RIGHT FRONT REAR (INSIDE): Rotating, Good		RIGHT FRONT REAR (OUTSIDE): Rotating, Good		RIGHT BACK REAR (INSIDE): Rotating, Good		RIGHT BACK REAR (OUTSIDE): Rotating, Good	
	LEFT FRONT REAR (INSIDE): Rotating, Good		LEFT FRONT REAR (OUTSIDE): Rotating, Good		LEFT BACK REAR (INSIDE): Rotating, Good		LEFT BACK REAR (OUTSIDE): Rotating, Good	

ABS equipped: yes ☒ no ☐

CDR: YES ☒ no ☐

DOWNLOADED BY:

DATE:

VEHICLE #3 (TRAILER) DAMAGE LEFT SIDE: The left side of the trailer did not sustain any damage from the collision.

VEHICLE #3 (TRAILER) DAMAGE RIGHT SIDE: The right side of the trailer did sustain some damage from the collision. The rear right side of the trailer had scrape marks from vehicle #1. There was also scrape marks on the right side, underneath on the frame of the trailer from vehicle #1. The right side tires were upright and rotational.

VEHICLE #3 (TRAILER) DAMAGE FRONT END: The front end did not sustain any damage from the collision. All of the hoses were connected to the tractor properly and secure.

VEHICLE #3 (TRAILER) DAMAGE REAR END: The rear of the trailer sustained most of the damage. The lower right rear (DOT) bumper or metal support was bent inward from the collision. On the right side, by the light assembly, and bumper there was a piece of windshield that was still connected to the bumper from vehicle #1. On the rubber bumper stop there was a piece of white paint from vehicle #1. The right side of the DOT bumper there was blood transfer from the fatal subject.

VEHICLE #3 (TRAILER) DAMAGE TOP: The top of the trailer did not sustain any damage.

VEHICLE #3 (TRAILER) MISCELLANEOUS: Through a thorough investigation, I found that the brake line on the rear back duals of the trailer was cut before the collision occurred. I interviewed the mechanic that worked on the semi after the collision and asked him if the back brake (air) line was cut would it stop the vehicle. He advised that the vehicle wouldn't be able to move. The operator of the vehicle was outside the semi so there was no need for a safety belt to be utilized.



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VIN:



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DIGIT	DESCRIPTION	MEANING
<u>1</u>	Country of Origin	UNITED STATES OF AMERICA
<u>JJ</u>	Manufacturer	WANC WABASH NATIONAL CORPORATION
<u>V</u>	Vehicle Type	VAN
<u>53</u>	Length	LENGTH IN FEET
<u>2</u>	Axles / Drive	NUMBER OF AXLES
<u>W</u>	Body Style	WABASH NATIONAL CORP.
<u>X</u>	Check Digit	Check Digit Matches
<u>5</u>	Year	2005
<u>L</u>	Plant	LAFAYETTE, IN
<u>929605</u>	Serial Number	Sequence In Range

VIN indicates a 2005 WABASH NATIONAL CORPORATION VAN

Shipping record not on file.

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Weather History for Newton, IA

Friday, June 7, 2013 — [View Current Weather Conditions](#)

« Previous Day

June	7	2013	View
------	---	------	------

Next Day »

[Daily](#)
[Weekly](#)
[Monthly](#)
[Custom](#)

	Actual	Average	Record
Temperature			
Mean Temperature	60 °F	-	
Max Temperature	68 °F	81 °F	98 °F(2011)
Min Temperature	53 °F	58 °F	44 °F(1975)
Degree Days			
Heating Degree Days	4		
Growing Degree Days	10 (Base 50)		
Moisture			
Dew Point	52 °F		
Average Humidity	77		
Maximum Humidity	100		
Minimum Humidity	52		
Precipitation			
Precipitation	0.00 in	-	- ()
Sea Level Pressure			
Sea Level Pressure	29.97 in		
Wind			
Wind Speed	7 mph (NNW)		
Max Wind Speed	12 mph		
Max Gust Speed	15 mph		
Visibility	9 miles		

Events

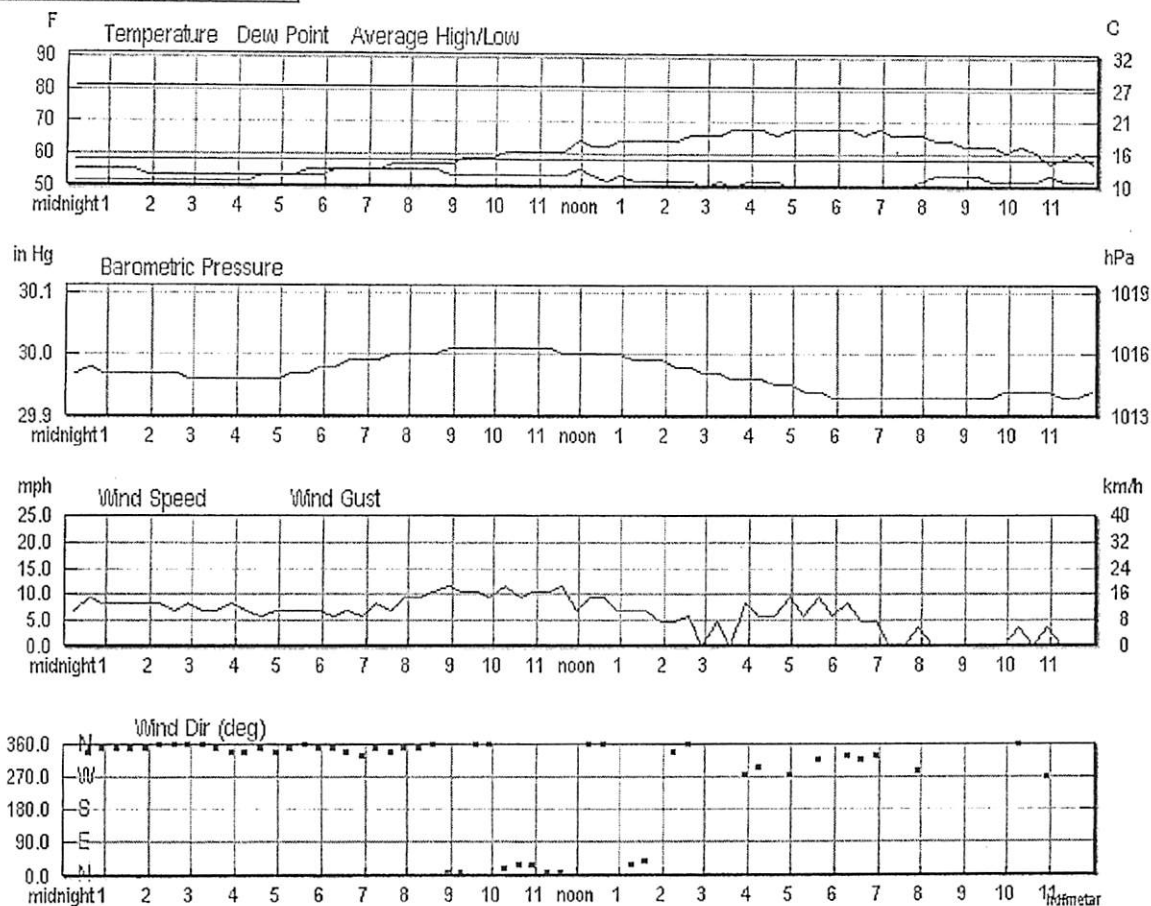
Averages and records for this station are not official NWS values.

[Click here](#) for data from the nearest station with official NWS data (KDSM).

T = Trace of Precipitation, MM = Missing Value

Source: NWS Daily Summary

Seasonal Weather Averages



Certify This Report

Weather History Location

Airport:

Trip Planner

Search our weather history database for the weather conditions in past years. The results will help you decide how hot, cold, wet, or windy it might be!

Date:

Radar Archive



View Animated Radar Loop

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Astronomy

Jun. 07, 2013	Rise	Set
Actual Time	5:37 AM CDT	8:44 PM CDT
Civil Twilight	5:04 AM CDT	9:18 PM CDT
Nautical Twilight	4:20 AM CDT	10:01 PM CDT
Astronomical Twilight	3:29 AM CDT	10:53 PM CDT
Moon	5:01 AM CDT (6/7)	7:58 PM CDT (6/7)
Length Of Visible Light	16h 14m	
Length of Day	15h 06m	

Waning Crescent, 1% of the Moon is Illuminated

Jun 7
Waning Crescent

Jun 8
New

Jun 16
First Quarter

Jun 23
Full

Jun 29
Last Quarter

Visit Astronomy

Time (CDT)	Temp.	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	Events	Conditions
12:15 AM	55.4 °F	51.8 °F	88%	29.97 in	10.0 mi	NNW	6.9 mph	-	N/A		Mostly Cloudy
12:35 AM	55.4 °F	51.8 °F	88%	29.98 in	10.0 mi	NNW	9.2 mph	-	N/A		Mostly Cloudy
12:55 AM	55.4 °F	51.8 °F	88%	29.97 in	10.0 mi	North	8.1 mph	-	N/A		Clear
1:15 AM	55.4 °F	51.8 °F	88%	29.97 in	10.0 mi	North	8.1 mph	-	N/A		Clear
1:35 AM	55.4 °F	51.8 °F	88%	29.97 in	10.0 mi	North	8.1 mph	-	N/A		Clear
1:55 AM	53.6 °F	51.8 °F	94%	29.97 in	9.0 mi	North	8.1 mph	-	N/A		Clear
2:15 AM	53.6 °F	51.8 °F	94%	29.97 in	8.0 mi	North	8.1 mph	-	N/A		Clear
2:35 AM	53.6 °F	51.8 °F	94%	29.97 in	8.0 mi	North	6.9 mph	-	N/A		Scattered Clouds
2:55 AM	53.6 °F	51.8 °F	94%	29.96 in	7.0 mi	North	8.1 mph	-	N/A		Partly Cloudy
3:15 AM	53.6 °F	51.8 °F	94%	29.96 in	6.0 mi	North	6.9 mph	-	N/A		Clear
3:35 AM	53.6 °F	51.8 °F	94%	29.96 in	6.0 mi	North	6.9 mph	-	N/A		Scattered Clouds
3:55 AM	53.6 °F	51.8 °F	94%	29.96 in	6.0 mi	NNW	8.1 mph	-	N/A		Overcast
4:15 AM	53.6 °F	51.8 °F	94%	29.96 in	6.0 mi	NNW	6.9 mph	-	N/A		Overcast
4:35 AM	53.6 °F	53.6 °F	100%	29.96 in	6.0 mi	North	5.8 mph	-	N/A		Overcast
4:55 AM	53.6 °F	53.6 °F	100%	29.96 in	5.0 mi	NNW	6.9 mph	-	N/A		Overcast
5:15 AM	53.6 °F	53.6 °F	100%	29.97 in	5.0 mi	North	6.9 mph	-	N/A		Overcast
5:35 AM	55.4 °F	53.6 °F	94%	29.97 in	5.0 mi	North	6.9 mph	-	N/A		Overcast
5:55 AM	55.4 °F	53.6 °F	94%	29.98 in	4.0 mi	North	6.9 mph	-	N/A		Overcast
6:15 AM	55.4 °F	55.4 °F	100%	29.98 in	4.0 mi	North	5.8 mph	-	N/A		Overcast
6:35 AM	55.4 °F	55.4 °F	100%	29.99 in	4.0 mi	NNW	6.9 mph	-	N/A		Overcast

Time (CDT)	Temp.	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	Events	Conditions
6:55 AM	55.4 °F	55.4 °F	100%	29.99 in	4.0 mi	NNW	5.8 mph	-	N/A		Overcast
7:15 AM	55.4 °F	55.4 °F	100%	29.99 in	3.0 mi	North	8.1 mph	-	N/A		Overcast
7:35 AM	57.2 °F	55.4 °F	94%	30.00 in	5.0 mi	NNW	6.9 mph	-	N/A		Overcast
7:55 AM	57.2 °F	55.4 °F	94%	30.00 in	4.0 mi	North	9.2 mph	-	N/A		Overcast
8:15 AM	57.2 °F	55.4 °F	94%	30.00 in	5.0 mi	North	9.2 mph	-	N/A		Overcast
8:35 AM	57.2 °F	55.4 °F	94%	30.00 in	5.0 mi	North	10.4 mph	-	N/A		Overcast
8:55 AM	57.2 °F	53.6 °F	88%	30.01 in	8.0 mi	North	11.5 mph	-	N/A		Overcast
9:15 AM	59.0 °F	53.6 °F	82%	30.01 in	9.0 mi	North	10.4 mph	-	N/A		Overcast
9:35 AM	59.0 °F	53.6 °F	82%	30.01 in	10.0 mi	North	10.4 mph	-	N/A		Overcast
9:55 AM	59.0 °F	53.6 °F	82%	30.01 in	9.0 mi	North	9.2 mph	-	N/A		Overcast
10:15 AM	60.8 °F	53.6 °F	77%	30.01 in	10.0 mi	NNE	11.5 mph	-	N/A		Mostly Cloudy
10:35 AM	60.8 °F	53.6 °F	77%	30.01 in	10.0 mi	NNE	9.2 mph	-	N/A		Overcast
10:55 AM	60.8 °F	53.6 °F	77%	30.01 in	10.0 mi	NNE	10.4 mph	-	N/A		Overcast
11:15 AM	60.8 °F	53.6 °F	77%	30.01 in	10.0 mi	North	10.4 mph	-	N/A		Overcast
11:35 AM	60.8 °F	53.6 °F	77%	30.00 in	10.0 mi	North	11.5 mph	-	N/A		Mostly Cloudy
11:55 AM	64.4 °F	55.4 °F	73%	30.00 in	10.0 mi	Variable	6.9 mph	15.0 mph	N/A		Scattered Clouds
12:15 PM	62.6 °F	53.6 °F	72%	30.00 in	10.0 mi	North	9.2 mph	-	N/A		Mostly Cloudy
12:35 PM	62.6 °F	51.8 °F	68%	30.00 in	10.0 mi	North	9.2 mph	-	N/A		Mostly Cloudy
12:55 PM	64.4 °F	53.6 °F	68%	30.00 in	10.0 mi	Variable	6.9 mph	12.7 mph	N/A		Overcast
1:15 PM	64.4 °F	51.8 °F	64%	29.99 in	10.0 mi	NNE	6.9 mph	-	N/A		Overcast
1:35 PM	64.4 °F	51.8 °F	64%	29.99 in	10.0 mi	NE	6.9 mph	-	N/A		Mostly Cloudy
1:55 PM	64.4 °F	51.8 °F	64%	29.99 in	10.0 mi	Variable	4.6 mph	-	N/A		Overcast
2:15 PM	64.4 °F	51.8 °F	64%	29.98 in	10.0 mi	NNW	4.6 mph	-	N/A		Overcast
2:35 PM	66.2 °F	51.8 °F	60%	29.98 in	10.0 mi	North	5.8 mph	-	N/A		Overcast
2:55 PM	66.2 °F	50.0 °F	56%	29.97 in	10.0 mi	Calm	Calm	-	N/A		Overcast
3:15 PM	66.2 °F	51.8 °F	60%	29.97 in	10.0 mi	Variable	4.6 mph	-	N/A		Overcast
3:35 PM	68.0 °F	50.0 °F	52%	29.96 in	10.0 mi	Calm	Calm	-	N/A		Mostly Cloudy
3:55 PM	68.0 °F	51.8 °F	56%	29.96 in	10.0 mi	West	8.1 mph	-	N/A		Mostly Cloudy
4:15 PM	68.0 °F	51.8 °F	56%	29.96 in	10.0 mi	WNW	5.8 mph	12.7 mph	N/A		Mostly Cloudy
4:35 PM	66.2 °F	51.8 °F	60%	29.95 in	10.0 mi	Variable	5.8 mph	-	N/A		Overcast
4:55 PM	68.0 °F	50.0 °F	52%	29.95 in	10.0 mi	West	9.2 mph	-	N/A		Scattered Clouds
5:15 PM	68.0 °F	50.0 °F	52%	29.94 in	10.0 mi	Variable	5.8 mph	-	N/A		Clear

Time (CDT)	Temp.	Dew Point	Humidity	Pressure	Visibility	Wind Dir	Wind Speed	Gust Speed	Precip	Events	Conditions
5:35 PM	68.0 °F	50.0 °F	52%	29.94 in	10.0 mi	NW	9.2 mph	-	N/A		Clear
5:55 PM	68.0 °F	50.0 °F	52%	29.93 in	10.0 mi	Variable	5.8 mph	-	N/A		Clear
6:15 PM	68.0 °F	50.0 °F	52%	29.93 in	10.0 mi	NNW	8.1 mph	-	N/A		Clear
6:35 PM	66.2 °F	50.0 °F	56%	29.93 in	10.0 mi	NW	4.6 mph	-	N/A		Clear
6:55 PM	68.0 °F	50.0 °F	52%	29.93 in	10.0 mi	NNW	4.6 mph	-	N/A		Clear
7:15 PM	66.2 °F	50.0 °F	56%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
7:35 PM	66.2 °F	50.0 °F	56%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
7:55 PM	66.2 °F	51.8 °F	60%	29.93 in	10.0 mi	WNW	3.5 mph	-	N/A		Clear
8:15 PM	64.4 °F	53.6 °F	68%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
8:35 PM	64.4 °F	53.6 °F	68%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
8:55 PM	62.6 °F	53.6 °F	72%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
9:15 PM	62.6 °F	53.6 °F	72%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
9:35 PM	62.6 °F	51.8 °F	68%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
9:55 PM	60.8 °F	51.8 °F	72%	29.94 in	10.0 mi	Calm	Calm	-	N/A		Clear
10:15 PM	62.6 °F	51.8 °F	68%	29.94 in	9.0 mi	North	3.5 mph	-	N/A		Clear
10:35 PM	60.8 °F	51.8 °F	72%	29.94 in	9.0 mi	Calm	Calm	-	N/A		Clear
10:55 PM	57.2 °F	53.6 °F	88%	29.94 in	10.0 mi	West	3.5 mph	-	N/A		Clear
11:15 PM	59.0 °F	51.8 °F	77%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
11:35 PM	60.8 °F	51.8 °F	72%	29.93 in	10.0 mi	Calm	Calm	-	N/A		Clear
11:55 PM	57.2 °F	51.8 °F	82%	29.94 in	7.0 mi	Calm	Calm	-	N/A		Clear